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AND

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DEATHS.

On September 11th, at Shanghai, JOHN PENDER WAKE, late of Chefoo, aged 45 years.
On September 12th, at Shanghai, HERBERT LEAN GOLDSWORTHY, of the Public Works Department, Shanghai Municipal Council, aged 29 years.
On September 12th, at Shanghai, JEAN PICARD-DESTELAN, of the Russo-Chinese Bank, aged 22 years.

Hongkong Weekly Press.

HONGKONG OFFICE: 10A, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

ARRIVAL OF MAILS.

The English Mail of August 24th arrived, per the ss. *Delhi*, on Tuesday, the 18th instant.

FAR EASTERN NEWS.

The reported withdrawal of the Japanese Military Administration from Newchwang has been postponed until the end of the year, at the earliest.

It is *on dit* that Sir Henry Berkeley talks of resigning the Attorney-Generalship, to take up private practice; and that Mr. H. H. J. Gompertz will be appointed Acting Attorney-General.

From Suifu, Western China, it is reported that there had recently been two Frenchmen in that city engaging coolies for the French railroad in Yunnan. They were offering excellent wages and secured a goodly number of recruits.

According to the *Canton Daily News* the Waterworks company at Tsingpao has started the construction of a reservoir and is employing 2,000 coolies in the work. On account of the constant quarrelling among them the directors of the company have written the Nam Hoi Magistrate asking for two more guards to preserve order.

Owing to the non-arrival of new rice from the interior the price at Shanghai has again risen to abnormal limits; no less than from \$8.10 to \$8.30 being now demanded for a *shih* or 160 catties, weight of the staple.

Sir Robert Hart is back at Peking. The Chinese are said to be considering the advisability of taking away the postal administration from the Customs, a step which Sir Robert would probably dislike more than the recent change.

The steamer *Lightening* on coming into port on Sept. 19th from the South reported that a Chinese deck passenger fell overboard on the 15th Sept. and was lost. A life buoy was thrown to the man when he was near the ship's side, but he failed to catch it. The steamer was stopped and a boat lowered into the water and a search was made for over an hour but to no effect.

A message was delivered at the American Consulate at six o'clock p.m. on Sept. 19, from the Manila Observatory, which said: Typhoon off in the Pacific E. N. E. of Manila moving probably to W. N. W. Another Typhoon Warning dated Manila Observatory, 10 o'clock a.m., September 19th, said: Cyclone has crossed Luzon near Parallel 17 direction given.

Among the visitors at the Kowloon Hotel is Dr. Said Fareed, a cousin of the Sultan of Morocco. The doctor, who is on a pleasure trip to the Far East, on Sunday entertained about 200 Mahomedans to luncheon and dinner at the Belle View Hotel. A number of the Baluchi officers were his guests, and the band of that regiment provided music during the afternoon.

The Shanghai Piecegoods Guild have decided to establish a Business College to instruct youths who are apprentices in the firms and shops that are members of the Guild, in the technique of piecegoods manufacture and trade in foreign countries as well as in China. An important portion of the curriculum of the College will be the thorough study of English, including all the higher branches of knowledge.

Tramcar No. 26 ran into an old Chinese woman, 65 years of age, at West Point on September 13th. Being deaf, she did not hear the gong of the car, but noticed the latter when it was close behind her. Then her excitement was so great that instead of getting off the line she got further on, the result being that the car knocked her over. She was badly cut about the head and removed to hospital in an insensible condition.

Whatever may be charged against the Hongkong Post Office, it cannot be compared with the Russian Post Office at Shanghai. A client who went to register a letter was told to come again, when the Postmaster was in. When would he be in? The "boy" did not know; he had gone to Japan! A mail had arrived, but there was to be no delivery of it till the master returned from Japan, as not even the Russian Consul dared break the seals of the mail bags.

On September 17th Mr. G. P. Lammert, auctioneer, offered for sale by public auction all the vendor's interest as a second mortgagee of and in the reclamation to Marine Lot 221, with the houses situate thereon and known as 155 Connaught Road Central and 309 Des Vœux Road Central. A large number of Chinese was in attendance, but the bidding, which opened at \$45,000, was slow. The highest bid was \$54,000, but as this was below the amount anticipated the property was withdrawn.

Taikoktsui, near Yaumati, is now connected by rail with the Kowloon side of the tunnel for the Kowloon Canton railway. This is a distance of about two miles, and the line, which has been laid during the last few weeks, is used for conveying materials from vessels to the mouth of the tunnel.

A shroff, employed by Messrs. Jardine, Matheson and Co. at Shanghai, is in custody, charged with having embezzled Tls. 4,300 of the firm's money, which he had been commissioned to collect and which he had turned to his own use. Further defalcations are suspected. The man had forged receipts.

It is reported from Western China that Mr. Archibald Little is preparing to construct a light railway from the Longwangtong mines to the Kialing River, a distance of forty li, to facilitate the export of the excellent Kiangpei coal. From the same source it is learned that there have been some cases of chartered junks being pirated between Ichang and Chungking. In consequence of this the three British gunboats have been unusually active patrolling the river between these two ports, a distance of about 900 miles.

In accordance with the announcement made by the Japanese Government to the Powers, Dalny was opened to international trade on the 1st inst. as a free port. In this connection a Tokyo message repeats the statement that, in pursuance of the terms of the agreement signed by Russian and Japanese representatives after the conclusion of the Portsmouth Treaty, Russian traders and shipping will not be accorded the privileges given to those of other nations. When Russia removes the restrictions against the Japanese in North Manchuria her subjects will be placed on the same footing at Dalny as other nationalities.

Dr. Arthur Smith's definition of the Y. M. C. A. as "the middleman between influential classes of Chinese and foreigners," raises the question whether the memory and ideals of Dr. Morrison would be best honoured in the way that is now suggested, says a contemporary. In view of the gigantic task with which China is now confronted in the education of her millions, it is, perhaps, worthy of the consideration of those who wish to keep green the memory of Dr. Robert Morrison, whether the fund they are about to raise could not be better employed in promoting the welfare of the helpless and unenlightened masses than in giving to those who have, i. e. the "influential classes."

In these days, says the *N.-C. Daily News*, when the telegraph wire dominates the Diplomatic service a Minister's or an Ambassador's views are not necessarily the final utterance of the Foreign Office on any given subject. We have also to reckon with the fact that China, as well as South Africa and Egypt, has been taken under the wing of the Hyper-Sentimentalists of Great Britain. By the very nature of their calling, which is irrespective of party, they form the Permanent Opposition, and as such by a political paradox have to be given the ear of the Government. Of late they would seem to have had more than their fair share of an innings, and it may well be that the British sense of fairplay will eventually reassert itself and insist upon the man on the spot being given a chance. When this happens, British communities in China will have no reason to regret that they have Sir John Jordan to represent British interests in Peking.

AN HISTORICAL PREFACE.

(Daily Press, 17th September.)

That Japan is by no means sufficiently contented with her recognised position as protector in Korea becomes plainly more evident day by day by actual experience on the spot. The occupation of Korea is in fact (as we foretold) rapidly becoming colonisation, and her relations to the Government of the country, so far from ceasing with a general directorate having for its object the amelioration of the many defects of the present system, are really and persistently bent on supersession. Physically and intellectually the Korean is fully equal to his more nimble neighbour, but the history of twenty centuries of political buffeting has left its mark on him, and he has become a dreamy opportunist with no care or thought beyond the immediate present. Micawber-like he is continually waiting for something to "turn up", and Micawber-like he has lost the power of initiating anything for his own advantage. Nor has he been well served by his so-called "foreign advisers", who for the most part have been well content to confine their advice to one or other party and so got lost amidst the indefinable puerilities of Korean faction without imparting one useful hint on the true principles of statescraft in contradistinction to mere faction. One time Russia is in the ascendant; guided by the masterful hand of a WAEBER; one time England, inspired by the cool judgment of Mr., now Sir McLEAVY BROWN, the only one of her numerous advisers who conscientiously strove to induce Korea to pull herself together and take a hand in bringing about her own salvation. For centuries Korea had been little better than a shuttle alternately in the hands of China or Japan, fearing both and perpetually striving to play off one against the other; so it was little wonder that when the big European nations commenced to take a hand in the game that she should have found herself in an even more insignificant position in the game. Then followed the murder of the QUEEN, the only individual in all Korea capable of taking a statesman-like view of affairs, in which disgraceful affair Japan was inextricably involved, and then the latent jealousies of China and Japan over the luscious morsel broke out into open war. Japan, less corrupt than China under the debasing influence of the EMPRESS DOWAGER and her then henchman, LI HUNG-CHANG, won an easy victory and the disorganised Chinese army was driven across the Yalu River. It would have been well if Japan had rested content with having gained everything for which she had entered on the war and offered terms to China which the latter could have accepted without unduly compromising her position. It would probably have been well if England, then holding the foremost position in Eastern Asia, had told her unmistakably she had gone far enough in her own interests as well as in the interest of civilisation generally, but Japan's greed and ambition had been aroused and England, half-pleased at the discomfiture of China, uttered not a word of protest. The result was the overrunning of Shengking and the forcing of an ignominious peace on China. But in the hour of her triumph Japan met with a strange reverse. Russia at the moment had reached the high water mark of her power, with France as her devoted ally. So when at Chefoo the Russian plenipotentiary threw down his sword and gave the Japanese minister the option of accepting that or of disgorging the morsel

of Liaotung already swallowed by Japan, the latter, finding that Russia was supported by both France and Germany, while he had no one to rely on, gave a reluctant consent on condition that thirty million taels should be added to China's war indemnity. The result of the war was that Japan had indeed succeeded in freeing herself from China's interference in Korea, and fancied she had now a free hand in that country. To emphasise this she persuaded the weak KING to assume the title of Emperor, an assumption which only brought him into further contempt. But she soon found that she had merely exchanged King Log for King Stork, for Russia, emboldened by the success of her move with regard to Liaotung commenced now to throw longing eyes on Korea. There were many inducements to Russia to have this longing. Russia was in that barbaric stage when the mere extension of territory is considered an accession of power, and Korea as a comparatively rich country (weighed with Russia's other Asiatic possessions) had temptations of its own. Her chief attraction in Korea was, however, deeper seated. Russia has long considered as her own the reversion of the Manchu patrimony, as in Europe she claimed the succession to the Byzantine empire. But the other great Powers were jealous and held the command of the sea, and without the command of the sea, Russia saw the impossibility of accomplishing her aims. She had already by a stroke of diplomacy succeeded in getting possession of the eastern seaboard of Manchuria, and finding it suitable to her design, had strongly fortified the naval harbour of Vladivostock. But Vladivostock had disadvantages, the chief of which was that it was closed for four months in the year. Immediately adjacent, separated only by a mere strip of land still nominally belonging to China, lay Korea; and Korea had several much finer harbours than Vladivostock and, moreover, open all the year. To create an eastern navy and gain possession of one or more of these harbours, and eventually, of course, of the whole peninsula, became henceforth one of Russia's prime ambitions. Meanwhile she had by specious representations at the feeble court of Peking succeeded in obtaining under the pretence of a "lease" possession of the southern point of Shengking with its harbour of Port Arthur, which she at once proceeded to convert into a formidable fortress, and by degrees commenced to strengthen her Oriental fleet which prior to 1903 had almost ostentatiously been kept in a low degree of efficiency and numbers. Nominally, of course, Russia is an autocracy, but it would be beyond the powers of any man, unless he were one of those ~~material spirits~~ which from time to time arise to divert the current of history, to hold in his own hands the reins of so large an empire. The ROMANOFFS are not of such mettle, and the real power of Russia has fallen into the hands of a bureaucracy, the most corrupt in existence, not excepting China. The personal favourites of the present Tsar easily persuaded him that there lay in East Asia an empire at his feet, but that his ministers were hampering him in his progress to greatness. The unlimited wealth of China, of Korea, and, when these were swallowed up, of Japan, were pointed out to him as worthy objects of his ambition. The bait was taken, and Admiral ALEXIEFF, following the example of the ancient kings of Persia, was sent out as his satrap with unlimited powers and responsible to him alone. ALEXIEFF was utterly devoid of experience and soon showed his incapacity

by quarrelling with each Power with whom he came in contact, as well as with his own more experienced officers. A course of mysterious negotiations with Russia, by whose aid China hoped to get rid *en bloc* of the other foreign Powers who were pressing for reform at Peking, had led up to the *emeute* of 1900, in which Russia became for very shame involved. It afforded her the desired opportunity to bring her troops into China, and ALEXIEFF soon showed his intention of remaining. Strong pressure from the other Powers at last got him out of Pehchibli, but to Shengking he stuck like a limpet. Under the shadow of a wood cutting arrangement with China he contrived to gain an entrance into Korea; while at Seoul Mr. WAEBER having been carefully removed, all the arts of bribery and intimidation were brought into play with the corrupt officials of that Court, to undermine British and Japanese counsels. Japan had early seen that the absorption of Korea by Russia meant the eventual destruction of herself, and had been quietly making preparations by sea and land. When therefore she demanded some explanation of the course Russia was pursuing, she was met first with evasive replies, and then, Russian-like, with a proposition to divide Korea between them. It was palpable that, there being no possible frontier line, the acceptance of such a proposition would be equivalent to admitting Russia within Japan itself, and counter-propositions were made at St. Petersburg. These were accepted by Russia's Foreign Minister, subject to the ratification of the Tsar, and an unpleasant position was seemingly averted. The Tsar, a weak, irresolute man, was completely in the hands of his favourites. BESOBASOFF and ALEXIEFF, who told him tales of the wonderful wealth of Korea, and influenced by these tales, and against the advice of his ministers, he refused to sign the presented convention. So barefaced a rejection of terms already agreed on could have but one result—war; and the next day Japan put her forces in motion. In none of these negotiations, it is noteworthy, did Korea take any part. Neither Power, though dealing with matters in which the very existence of that State was at stake, considered it at all necessary to ascertain her views. The "Emperor's" feelings and interests were no more considered in the manipulation of his territories than were those of NAPOLEON's "Kings" a century earlier in Europe. This somewhat long introduction is necessary if we would desire to comprehend the very complicated position of affairs at the moment in Korea, which Japan is, by the way, rapidly simplifying.

TRADE DEPRESSION AND CONFIDENCE.

(Daily Press, 18th September.)

Shanghai as well as Hongkong is suffering anxiety about the state of trade, but as in former periods of depression, is holding on bravely; and we are glad to read the hopeful comments of our leading contemporary there. The N.-C. Daily News refers to the material changes which have taken place in the outward face of the Settlement this year, remarking that it is not often so many conspicuous alterations have had to be noted as the closing summer has produced. The builder has been exceptionally busy, and we wish we could say the same here. There has been a good deal of work done, but not more than was apparently necessary, and we fear that the alleged demand of a year ago is not what it was

thought to be. The transformation on the Shanghai Bund has had its counterpart on our Praya; but we cannot honestly write of these things as "marked evidences of material progress and prosperity in public and commercial life", for on every hand we hear of a decreased turnover. Traders and storekeepers have had much to complain of since the Russo-Japanese war, and in addition have to endure the mortification of finding there are people who imagine they are exceptions to the general rule, and that they are suspected of thriving when their neighbours are all standing still, if not going backwards. We are all hoping for things to mend, and in the absence of any certainty as to the real causes underlying our troubles, are apt to be impatient. Partly, no doubt, the Far East expected too much in expecting that the end of the war would inaugurate at once a boom of trade. War effects linger; settling up for previous dislocation is a tedious process; but when it is over, the reward comes. What we want is not mutual recriminations but patience and perseverance, and to adapt ourselves and our methods to present circumstances. Our Shanghai contemporary says:

"The cry is ever for more room both in the centre for business purposes and in the outskirts for residences for the growing population. Rapidly as the terraces are going up in the outskirts, hemming in on all sides the new mansions of the local Four Hundred, the supply cannot keep pace with the demand; the bitter cry is still heard of the man of large need and small means. The tram, by opening up yet more distant districts with easy and frequent communication are expected to postpone the day of absolute congestion for another generation, and in that time very much indeed may happen. That there is abundant faith, however, on the part of foreign capital, in an assured future for Shanghai is evident, and that conviction is bringing daily with it more of the stress of the West."

There must be, and we think we can safely say there is, the same abundant faith in the future of Hongkong. Two or three pessimists should not be permitted to turn a temporary depression into permanent hopelessness. We are long past our pioneering days, when markets could be creamed for quick and big returns. We have entered the period of keen competition, marked by, as our contemporary puts it, "a struggle on the part of those who had no direct share in the building up of the market to share its spoils". Of Hongkong, as well as Shanghai, it may be said there have been times of almost delusive prosperity, when hopes were born that bred all the bigger disappointment when the inevitable reaction came. The causes of our present trade dullness are believed to be largely temporary, although it would be foolish to shut our eyes to the fact that we have now a rival in Japan for whom our very best weapons must be furnished. So much, however, depends upon the spirit that is in us, that we feel it is the right line to take if we repeat, as applicable to our own case, our contemporary's concluding words:—The Settlement has emerged successfully from far greater crises than that through which it appears to be passing at the moment."

THE TYPHOON.

(Daily Press, 19th September.)

Although the terror of the typhoon is always with us at Hongkong, it is fortunately not often that we suffer such calamitous ones as that which inflicted hundreds of thousands of dollars worth of damage yesterday, sacrificed a number of lives which at present we can only guess, rendered most of the poor Chinese boating population homeless, and in some way or

other affected every individual in the Colony. At the time of writing there has been no time to recover from the shock. While in no sense standing comparison with such disasters, it helps us to realise somewhat the feelings that must have been experienced by the people of San Francisco and Valparaiso. Just as we need more time to take stock of our loss, we also require time to revise our impressions. One thing, however, stands out amid the rest, and that is the general amazement with which the public realized the results of the blow. We were in no way prepared for it, and we think it is quite probable that, even after our very natural excitement has given place to normal calm, public opinion will support the views of the correspondent who writes us with regard to the Government Observatory. We have frequently heard old residents say prior to yesterday that the relations of our Observatory officials with neighbouring observatories were not as close and sympathetic as they ought to be, and if it should appear that the local failure to warn us of yesterday's storm was a consequence of any stupid hostility, we take it that sufficient has happened to put an end to such an unsatisfactory state of things. It was frequently remarked yesterday that the Government should begin its policy of retrenchment by reducing the large sum apportioned to the Observatory, on account of its obvious uselessness. It may be too soon to condemn an important department in such a way; but evidently there must be an enquiry into its usefulness. There have been jeers at the frequent warnings of typhoons which did not touch Hongkong, and this is natural considering that these so-called false alarms cause trouble and expense. Still, they kept us on the safe side—and they indicated at least the improbability of our ever being allowed to be caught napping. It is now painfully clear that we were never safe. The Observatory told the shipping that the winds would be moderate and variable, accompanied by showers and possibly some thunder. As a fact, we had with less than half an hour's warning a typhoon such as has not struck the Colony since 1874. The public will now not be satisfied unless there is an exhaustive enquiry held touching the whole conduct of this department.

CHINESE OPPOSITION.

(Daily Press, 20th September.)

To those who can recall the opposition which was raised by the Chinese to the idea of introducing railways into their country, when the question was first mooted, the progress which has been actually made in this direction must appear something astonishing. In this, as in many other kindred matters, China, in former times, took up the attitude of "the everlasting no". The difficulties were declared to be insuperable. China was one vast grave-yard. The "Feng Shui" could not be disturbed without danger of a general rising of the outraged populace. These and the like obstacles were habitually brought to the front whenever the subject was mooted, until at last even the most progressive, even among Europeans, began to despair of its being ever possible for China to adopt so great a change as would be brought about by the introduction of the steam-horse. Sceptical people looked upon these objections as mere excuses for inaction; but it must be confessed that there was more in them than those who were unable to fully appreciate Chinese ideas on the subject were inclined to admit.

The difficulties spoken of really did exist, and to the Chinese mind, they may have appeared insuperable. The superstition of the masses, their dislike of change, the likelihood of their rising if local carrying interests were interfered with; the degree to which railways would necessarily interfere with the levy of barrier dues, were all matters which the Chinese Officials could not be expected to overlook, and it was consequently not surprising that the demands for the introduction of railways were repeatedly met by a reply of "non possumus", especially as the Chinese were unable to realise the advantages both economical and political which improved intercommunication would be certain to produce. By degrees, however, all these difficulties have as a matter of fact been overcome; and a railway in China is now regarded as nothing more noteworthy than one in Europe or in the United States. This state of things is looked upon in the present day almost as a matter of course, though the change which the fact indicates in China is well worthy of consideration. It is certainly an encouraging indication that, though China may move slowly, still she is not actually at a standstill; and that much may be effected by time which can be accomplished in no other way; experience shows that it is of very little use to attempt to rush things in the Celestial Empire. In most instances where this has been done, the result before long has been disappointment. But it is an equal mistake to abandon a project in China because at a given moment it seems or even is an impossibility. The Chinese official is usually so conservative that he makes no allowance for possible change. His belief is that as China is, so she will continue for all time—and the bare fact that any given movement is a new departure is sufficient to make it appear an apparent impossibility to his conservative mind. Time, however, brings about changes in national feeling and in economical conditions which no amount of conservative philosophising can arrest. It thus happens that what was quite impossible at one time is found after all to be comparatively easy of accomplishment at a later period. This has certainly been the case with respect to the introduction of railways, and the same principle may be expected to be found at work as to other matters. The same considerations are applicable to the Telegraph, which is now so largely used both by the commercial and official classes in China as to the Railway. In the former instance, the practical advantages were too obvious for so shrewd a people as the Chinese to fail to recognise them. Long before there was any idea of introducing telegraphs into China itself, the Chinese merchants availed themselves of the "wire talker" which was supplied by the coast and ocean cables as they were laid down—and they thus became familiar with an appliance which in its nature was more likely to appeal to their superstitions and become an object of opposition than many other innovations which have been opposed on the grounds of their being likely to disturb the Feng Shui. The slight opposition that was at any time offered to the Telegraph may be explained by the fact that its utility had been discovered practically, before it was discussed theoretically. There was no questioning the advantage to be gained by instantaneous means of conveying information; and, before the practical end to be thus attained superstitious opposition soon gave way. The great thing in introducing any change into China is to make it clear that it will be to her benefit. This point

once reached, opposition that would otherwise be insurmountable begins to give way: How far this is the case is illustrated not inaptly by what occurred in connection with the section of the Canton-Kowloon railway which was a short time back commenced, and which is referred to by H.E. the GOVERNOR, in his annual Report upon this Colony for the year 1905. He there says that "the negotiations and clerical work involved in the resumption of the large number of small "padi" fields required before construction could be started, was expeditiously carried out by Mr. C. CLEMENTI, the assistant land officer, and the first sod was turned on December 9th," and he pointedly adds "The decision to use labour supplied by the elders of the surrounding villages for the earthwork, was found, as had been anticipated, to obviate local difficulties arising from removal of graves, "Feng Shui" difficulties, prejudices, &c." This, on a small scale, is a fair enunciation of what, on a larger scale, has been going on in China in various directions. Let the Chinese see that a given change will be to their advantage, and difficulties will speedily disappear. The lesson is not perhaps a very elevating one, but it is, after all, one which practical men cannot afford altogether to overlook. If local opposition can be overcome by giving some legitimate advantage to those who are likely to raise it, in respect to a matter which in itself is for the general good, there is no valid reason against adopting such a course. This fact has often been overlooked in respect to the changes which it has been proposed to introduce into China. It has been assumed too much that the only thing to be done was to gain the assent of the Imperial Authorities, and that mere local opposition would then be at an end. Experience, however, proves that this is often beginning at the wrong end, and that it is worth while to ascertain how not only local officials but also the people on the spot will be affected, and if possible to get them on the right side. The main objection to most changes in China is really that the Chinese fail to see any benefit to be got from them. By degrees they have found this out with respect to railways—a great stride for them to have made when the prejudice which existed in old days is remembered; and it may be expected that opposition in regard to other reforms will be removed in proportion as the material benefit from them becomes more generally appreciated.

A MATTER OF DESCRIPTION.

(Daily Press, 21st September.)

THE TYPHOON of the 18th inst. was described in the Weather Report issued by the Hongkong Observatory as a "small" typhoon of local origin. The experts have ways of measuring these things which laymen cannot be expected to grasp; it is sufficient for ordinary men to measure by results. It was really the results that were said to have been unexampled during the period since 1874; and certainly the results, which have taken two days and many thousands of words to catalogue, are not publicly regarded as small. The officials have exposed themselves to the suspicion that they belittled the cyclone because it happened not to have been foretold. The only "small" thing about it was its vortex or centre, if it be true that the actual centre passed over Hongkong, for this spot in a typhoon is calm, and there was no perceptible lull while the whirlwind was travelling through the harbour. Writing for the general public, who are not expected to be

thoroughly acquainted with technical terminology of such matters, it is permissible perhaps to refer to points that are too elementary for weather experts. For instance, we heard of a local discussion in which the point was seriously debated, whether the alleged typhoon was not really a cyclone. These, as many readers know, are names for one and the same thing. A typhoon is a vast whirl of winds which have joined forces and circle round a central space of calm. This peaceful storm centre is relatively much smaller in area than the area affected by the hurricane ring. Thus a typhoon has two distinct movements, rotary, or cyclonic, and what is called its movement of translation, generally in these parts, from the eastward to the westward. Some hurricanes appear to have only this straightforward progress, and many people confine the use of that name to strong gales. The derivation of our local name "typhoon" is not certain; but HIRTH has stated his conviction that it comes from *tai-fung*, *tai* being a word from Formosa, at one time signifying a strong, veering wind. *Fung* is an old Chinese word meaning wind. It is even possible that the phrase may be Japanese, *tai* equalling *dai*, very strong, in conjunction with the word *fung*. We prefer to think the name of local origin, although there are philologists who have found a Greek derivation for it. It would be too trite to say that by any other name it would be equally terrifying; and it will be more to the purpose to consider the origin of the thing itself, rather than of its names. It will be obvious to many minds that one half or semicircle should have different effects to its fellow. The right half of the whirling, travelling storm blows with its course of translation; the left half may be said to blow back upon its own course. If this were so the right half would presumably be the more dangerous, as here would be encountered two distinct movements co-operating as to direction. But here it is necessary to mention that the experts in whom we put such confidence are at variance. Like doctors, they disagree, and it follows that some of them must be hopelessly in error. There are several distinct hypotheses as to the cause of typhoons, all defended with some heat, and all containing puzzling elements. They may be studied in the excellent work published by the Rev. JOSE ALGUE, Director of the Philippine Weather Bureau. Electricity and the rotation of the earth are both called in as explanatory factors. In the face of such a conflict of expert opinions, we had better turn to the question of where they are formed. Here, in view of the Hongkong Observatory's announcement, it is important to note that though there are typhoons which originate in the China Sea, they are very few. Generally they come to us from eastward of the Philippines, "in the square roughly included within meridians 125 deg. and 145 deg. East of Greenwich and the parallels 10 deg. and 25 deg. North." If any originate beyond that, they never come so far westward as to reach the China coast. FATHER ALGUE, speaking from personal investigation over a very long period, says "we know for certain that there are no typhoons experienced in China, Tonkin, or in Cochin-China, which have not previously exerted their influence over the Philippine Archipelago, not even those which are accidentally formed in the China Sea." This appears to knock the bottom out of the Hongkong Observatory's announcement that the typhoon of the 18th inst. was originated locally and without any warning.

THE TYPHOON.

SERIOUS SHIPPING LOSSES.

MANY FATALITIES.

WHOLESALE DAMAGE AFLOAT AND ASHORE

Not for many years has such a destructive typhoon visited the colony as that which on Sept. 18th struck Hongkong. Coming almost unexpectedly, it took a large section of the boat community by surprise, and this unpreparedness led not only to wholesale destruction in the harbour but to enormous loss of life. One of the most disastrous that has taken place here within recent years, the full extent of the damage and loss which it has occasioned cannot yet be estimated.

Very few words, however, suffice to show that it was something quite beyond the ordinary. At least three large steamers, one French vessel of war, a large sailing ship, some water-boats, and many launches, are total wrecks. The Kowloon foreshore and buildings present a heart-rending scene. The fine new ferry wharf and offices just erected on the Kowloon side are gone. So are many other piers. The damage must represent millions of dollars while many hundreds of people must have perished. On the Kowloon side workers were employed for two hours picking up corpses.

THE FIRST WARNING.

Day dawned rather dully but nothing unusual was anticipated until about seven or eight o'clock. By that time a number of sampans had decided to seek refuge, but it was not until the warning gun was fired about 8.40 that anything like a general exodus was attempted. And then it was too late. The steamers due to depart exercised a wise prudence and remained within the harbour, but prepared to steam ahead to meet the force of the gale which was already beginning to assert itself. The "white horses" were galloping, and the sampans that attempted to leave the Praya for a less dangerous place were dancing on the waves in a manner that left little hope even for skilled seamanship to save them. Shortly after nine o'clock there was no doubt that a real typhoon had descended on the Colony. The north-easterly wind had risen to a hurricane; its violence on sea and land made short work of any but the most substantial obstructions. On this side the waves were not dashing over the Praya as is usually the case at such visitations. They devoted all their fury to the Kowloon shore, doing terrible mischief.

AT BLAKE PIER.

The Praya afforded the best point of view from which to see the operation of the elemental forces and to note the awful results which followed. About ten o'clock a large crowd had gathered in the vicinity of Blake Pier. By that time the driving rain and mist enveloped the greater part of the harbour and only the craft nearer shore were visible. The sampan people who had not been able to get away in time cleared from their boats, taking ashore their small belongings and leaving the boats to the mercy of the wind and the waves. Soon it was seen that several junks had broken from their moorings and were being carried down eastwards, and they had not passed out of view when a big lighter was seen adrift. The launches in the neighbourhood were seen to be having an anxious time and though they were steaming against the gale it seemed as if in spite of all efforts, they would drag their moorings and be carried against the deadly wall. Happily, with the several exceptions which will be noticed, most of the steamers rode through the terrible storm practically scatheless.

TIMBER FLYING LIKE FEATHERS.

The bamboos and pieces of wood which were being torn from the temporary roof erected over the site of the new Post Office, and whirled along the Praya, attracted attention to that building. It was seen to be swaying as each gust struck it and every moment it was expected to collapse. But before that event happened the matchless over Blake Pier, which was now looking somewhat dishevelled, gave way. Its supports were unable to stand the great strain and with a crash the structure fell in, the greater part of the masting falling on

several sampans which were tugging at their anchors. A minute or so later another crash indicated that the Star Ferry wharf had shared the same fate, the wooden erections being damaged and the matting spread out on the floor of the wharf itself. Neither did Queen's Statue wharf escape either, the effect in this instance being rather peculiar. The demolished structure looked as if its supports had sunk, leaving it much lower in the water than it had formerly stood. Just before half past ten a fierce blast stripped a considerable part of the scaffolding from the Post Office and sent the pieces flying in all directions, but strange to say though there were several pedestrians in the locality no one was struck or at any rate seriously injured by the rain of broken bamboos. Scarcely had the building recovered itself from this blast when another, apparently more violent, struck it, and with a tremendous report of cracking timbers the whole fell outwards with a loud crash. One of the windows of the Canadian Pacific Railway Company's office was broken. Again it was fortunate that no one was injured, especially as that thoroughfare was being used by people who were venturesome enough to desire to witness the scenes of devastation on that vicinity. The scaffolding at the new Law Courts also collapsed. This seemed to be the culmination of the gale. The wind decreased sensibly and in another half hour the typhoon had spent itself.

A PLUCKY RESCUE.

Of the many rescues which took place during the morning none was more plucky than one effected at Blake Pier. A Chinaman coming down Connaught Road was driven by the wind past Blake Pier. He made a wild dash to grasp the lamp post but struck his head against it and fell over into the water. Mr. H. S. Bevan witnessed the occurrence and bravely came to the rescue. As he got on to the pier an Indian constable with rare presence of mind undid his turban and snatching an end of this Mr. Bevan jumped into the water and caught the unfortunate man. With the aid of the turban he was pulled ashore and the injured native was afterwards taken to the hospital.

THE SCENE EASTWARDS.

Eastwards the scene was one of wholesale destruction. Sampans and junks were smashed to pieces on the Praya Wall. Boats and wreckage were swept by the waves right on the roadway and the wreckage piled in places to a height of several feet. Wharves were destroyed and scarcely anything in the water escaped the destructive element.

Opposite the Blue Buildings sampans were wrecked by the score and the terror stricken occupants, unable to cope with the forces that beat against them, were drowned, many of them without attempting to help themselves. Further on jetties disappeared at the onslaught of the waves, but the stone pier at Observation Place proved the death trap to numbers. The small craft, driven helplessly before the gale, could neither pass nor get through this projection and the piles of wreckage, with upturned boats and yachts, told its sad tale of wholesale loss of life and extensive destruction of property. Though countless people must have perished, the number rescued was considerable. Mr. Andrews and the staff of Fenwick and Company with Mr. Forbes and others did yeoman service and saved many lives. Between that and the Sugar Works the road was torn up and the metal displaced, while the wreckage of launches and all sorts of craft were piled on the surface, making the roadway impassable. The overhead electric wires were brought down and many of the cars which had just to stop where they were when the current ceased had to withstand the full force of the storm. Still, few if any of them were overturned. Even the telephone standards snapped and fell, while several lamps were blown down. Here also the godowns suffered, three of them having the front blown out, a fate which also befell the Seamen's Institute.

YACHTS LOST.

The yachts at Ah King's and the Corinthian Club suffered badly. About fourteen or fifteen went down, the *Dorothy* and the *Snipe* being the only two to ride through safely. The *Plaver* was seen a little lower down capsized. The launches whose anchors held were almost all dismantled, funnels blown away and decks

cleared. Some anxiety was felt as to the fate of the houseboat *Marion* occupied by Mr. Ramsay and his family but how they fared was not known yesterday. Mr. W. H. Donald lost his thousand-dollar houseboat.

PATHOS EVERYWHERE.

A more pitiable scene could not be witnessed. Hundreds of destitute people wandered along the Praya looking sorrowfully at the remnants of the boats strewn on the roadway, too much stunned and appalled to realise the extent of their loss. Weeping women met one at every turn, while the crying of the homeless children was saddening. It is many years since the boat population were so stricken as they were yesterday.

Not far from No. 2 Police Station Inspector Gourlay, Mr. Hoggarth, and many others threw themselves wholeheartedly into the work of rescue, and many Chinese alive to-day owe that good fortune to the unsparing efforts of these men.

Many brave deeds were witnessed here also, and the Chinese, especially the younger ones, under European inspiration did many things which they might not have attempted had that influence been absent. In one instance a junk had drifted to the shore, and was being smashed against the side. As the vessel rose on the swell the two boys, who seemed its only occupants, were told to jump. The elder sprang out but the other, hesitating, did not leap until the junk was being carried out by the receding wave. Then he fell among the woodwork, which imprisoned his brother as well. Here they were likely to be crushed by the junk as it was thrown upwards, but another boy bravely rushed forward and at considerable risk separated the timbers and freed them both. This instance is typical of many that were witnessed during that sad morning.

Several junks grounded on Kellett Island while the steam launch *Epa* and a number of junks went down between there and the shore.

AT THE SUGAR WORKS.

When the extent of the storm was realised and the danger to life which was involved, Mr. A. Rodger shut down the works and with a praiseworthy unanimity all the employees were engaged in rescue work. In this the Chinese took a conspicuous part and showed that their sympathies were quick and that they needed no incentive to obey the obvious call to the duty before them. The seas were dashing with such force on the sea wall that they displaced the solid masonry, while the drifting craft were being dashed against the jetty, part of which was gradually carried away. Standing at this spot the men, armed with poles and bamboos, landed the helpless occupants of the many wrecked junks and sampans, but so terrorstricken were numbers of the crews that more heroic measures had to be adopted to secure their safety. No matter how great the danger the Chinese employees were to the front and displayed a bravery worthy of the highest commendation. Barefooted they were able to go where the others could not venture with the same degree of safety. Of course the Europeans were not idle either, and it is not necessary to add that they materially swelled the record of lives saved. How busy these people were can be imagined when it is stated that at least twenty boats were wrecked here and between 300 and 400 people rescued. But their assistance did not end here. Mr. Rodger found shelter for the people in the various sheds and store rooms, while in an apartment upstairs the necessary warmth was imparted by the vacuum pans. Suitable nourishment was provided for the children and the older people were also fed. Had the wind not changed at the time it did the damage at this point would have been even more extensive.

IN THE CITY.

Naturally business was at a standstill. The Star ferries were running in the early morning but stopped after eight o'clock, while residents in the Peak found that their usual means of descent to the city was not available. Those who tried chairs were soon convinced of the risks they incurred and that walking was the least dangerous. The roads in the upper levels were obstructed in many places by uprooted trees and broken branches which had fallen across, and even in the lower levels the trees

suffered as much. On the whole it was remarkable that so little damage was sustained in the city itself. A few roofs were partially stripped, jalousies were torn from their hinges, flower pots were sent flying, and a few windows were broken, but property escaped in a wonderful manner. On the streets it was a different matter. Ricschas were overturned and chairs were wrenched from the shoulders of their bearers, carried into the air and dashed to the ground. On the Praya a couple of coolies were very much astonished when their chair was forced out of their grasp, lifted upwards, and finally carried into the sea. Pedestrians were whirled off their feet or driven before the hurricane when it caught them in the open, while falling debris induced most to leave the middle of the road and keep under the verandahs. The tramway system was early brought to a standstill and the damage done to wires and standards, not to speak of the cars themselves will take some days to repair. Telephonic communication was dislocated from a similar cause.

The streets were in a short time miniature lakes. The gulleys were unable to carry off the extraordinary volume of water and those who had to make their way along Queen's Road had to do so up to the knees in water. The Chinese did not feel at all comfortable in the circumstances and usually waded in pairs. At Murray Barracks and other roadways from the slope the water came with such a rush that the struggling pedestrians were sometimes carried off their feet. Eastwards the residents were more inconvenienced by the flooding than perhaps those in any other part. The water made its way into the shops along the Praya East and into the houses in the side streets, giving the occupants a busy time protecting their possessions. Among the Japanese shop community one or two men were noticed at work in bathing costumes, a garb which was certainly not out of place.

Garden Road was impassable at the lower end by reason of the fallen trees, a similar condition being found in Battery Path, while the approaches to the Public Works Department were littered with broken branches.

The ricscha in which Mr. T. Hough was riding was overturned, the occupant being injured, while Dr. Harston was thrown from his chair, which was blown over.

The matcheds at Mount Austin Barracks were demolished.

The Star Ferry wharf (Hongkong side) having collapsed, later the ferry boats plied from Blake Pier. One of them, with awning stripped, and stanchions bent, showed signs of rough experiences.

A fine tree opposite The Castle, Mr. Brutton's house, was blown down, blocking the road. The two-storey portico of that gentleman's house was wrecked, and the grounds devastated.

Zetland Street, with its sharp decline, was transformed into a cataract, the water from which collected in front of the Connaught Hotel and the Savoy Store.

AT THE HONGKONG HOTEL.

Guests breakfasting late were attracted to the verandah looking towards the Praya, and saw the huge wooden roof over the new Post Office building carry away. The gale kept ripping out planks here and there, until the structure looked as if it had been "stormed at by shot and shell." These planks went whirling away like scraps of paper, some dropping far out on the sea, others "boomeranging" into neighbouring verandahs. Passengers and sightseers on the streets ran great risks. Two policemen passing that way were nearly struck just before the big collapse took place. What was left of the roof lifted and swayed giddily, uprooting or disconnecting its supporting timbers and scaffolding. These crumpled down like a house of cards, making a horrible noise, and the roof followed with a sidewise lurch, slowly, almost gracefully, until it went to pieces with the rest on the street below. One of the big windows of the C. P. R. Co.'s fine office was broken by the flying debris. Thanks to the alertness of the Manager, Mr. Haynes, all was made fast within the hotel in time to avert serious damage. Residents who had stored breakable property on their verandahs suffered rather heavily. The worst damage to the hotel was to a glass-covered corridor joining one wing to another, and used, we believe, as a

sewing room. This was wrecked. A number of people were stormbound; a few yards from each hotel egress was a waist-high flood.

AT THE TYPHOON SHELTER.

A visit to the typhoon shelter at Causeway Bay showed that a great number of small craft had found safe refuge there, many of them in a more or less delapidated state. Along the Praya from the Naval Yard to Bowrington, there was abundant evidence of the destructive force of the wind. The stone pier opposite Observation Place was surrounded by wreckage showing that many a lighter had been dashed to atoms against the pier. A great quantity of the wreckage had been washed on to the roadway where it might still be seen piled on either side of the tramline. At Ah King's slipway a great deal of damage was done to the yachts that are usually moored there and further on at Bowrington were to be seen the remains of several large lighters which had been broken to pieces against the sea wall.

DESOLATION WESTWARD.

The route to West Point along the Praya was a scene of destruction and ruin. Disabled river steamers were to be seen lying alongside wharves, some of which were half carried away; junks and sampans broken to matchwood were piled up on the bund or drifting on the water, while numbers of the floating population risked their lives on top of the wreckage, endeavouring to recover odds and ends of their property.

Passing westward from Blake Pier, Connaught Road was piled with wreckage, some of which had been lifted on to the street by the waves. Seamen were busily engaged in adding to the heap. Upturned sampans drifted along with the tide, while the Praya shop verandahs were crowded with boatpeople who were lamenting the loss of their floating homes and means of subsistence. Further out on the water, a fleet of junks was drifting before the gale, unmanageable; their crews' one thought was of safety.

SAD SPECTACLES.

A sampan was observed some distance out making for the shore. It was capsized by a billow and the two occupants sank and were seen no more. The Yau-mati Ferry wharf was destroyed, and the new wharf erected for the Harbour Office, together with the matshed thereon, were last seen well out in the harbour, drifting towards Kowloon. In the vicinity of Connaught Road West and Des Vœux Road West the scene was one of utter marine devastation. Here, there was a congestion of shipping, consequently the damage done was greater than in other parts. The matchwood which but a few hours before had been seaworthy sampans and junks was strewn thickly between wharf and wharf, and it cannot be doubted that many seamen must have been buried beneath. When the squall burst upon them, the river steamers lying at their wharves attempted to put out to sea, but in few cases were their skippers successful.

PRACTICALLY NO WARNING.

Mostly the steamers were fast to their moorings and unable to get clear. The iron and rope cables by which the vessels were secured were snapped like string in the force of the gale. The s.s. *San Cheung*, commanded by Captain McGinty, was perhaps the most unfortunate of all the disabled craft. The vessel broke away from her moorings, smashed down her wharf, and went crashing into another with her captain at the helm, but unable to control her. When made fast alongside the second wharf at which she brought up, it was seen there was little hope of saving her. The plates were torn from her starboard bow, and altogether she was more like a sieve than a ship, perforated with holes through which the water poured. Captain McGinty and his mate stood by till the last, but their endeavours to lighten her proved fruitless against the stupendous force of the gale. As she slowly settled in the water the few Chinese left on board appeared on deck with their belongings and when opportunity offered passed on to the wharf. Then the *San Cheung* sank, and her back was broken at the pier.

The steamer *Fatsan* broke adrift from her wharf, and her skipper headed her for the open, but the waves drove her shoreward. Her counter struck against the Praya wall with considerable force, and her propellers must have been badly damaged, but she managed to get out into deep

water. The French steamer *Paul Beau* also broke away from her moorings and came in contact with the bund, but so far as can be ascertained at present she is not badly damaged. She managed to get clear of the shore and anchored some distance out from the Harbour Office. The German steamer *Johann*, after carrying two wharves away, managed to get beyond the shore wreckage and drop anchor. There she was observed to be gradually sinking by the stern. The s.s. *Ho ching*, which is also lying out in deep water, was observed to be low at the stern.

The river steamer *Shun Lee* had also been badly treated by the storm. From her appearance she looked to be if anything in a worse plight than the *San Cheung*, but she was considerably lighter in the water, and consequently succeeded in riding out the gale.

IN SHELTER

Messrs. Blackhead and Co.'s steam launch *Annie*, on board of which was Mr. Thiessen, one of the firm's clerks, and a crew of about six Chinese, put off for a steamer just before the storm broke. She was at first supposed to be missing, but during the afternoon was discovered in shelter with all hands safe.

FIRE.

Added to the terror caused by the ravages of the typhoon was the alarm of fire. While the gale was at its height the third floor of No. 48 Connaught Road West burst into flame, and by the time the fire brigade appeared on the scene there was a big blaze. An escape ladder was promptly run up, a number of firemen ascended with a hose and, having a plentiful supply of water, were not long in extinguishing the outbreak.

MUCH DAMAGE TO TREES.

Although the gale was felt in fuller force on the higher levels, the damage done was trifling compared with that experienced below. The numerous roads running round the brow of the Peak were thickly strewn with branches and uprooted trees. On West Terrace, a large tree when falling carried away the side of a brick wall surrounding the yard of a house. In Aberdeen Street, opposite Queen's College, the roofs of seven Chinese houses were carried away, but fortunately the walls stood and the occupants escaped without hurt.

AT KOWLOON.

Kowloon was harder hit by the typhoon than any other part of the Colony. The devastation wrought here is simply appalling. It hardly seemed possible that so much havoc could be wrought in such a short time—within the space of two hours. Here the full force of the gale was experienced. Here wharves disappeared, sea walls were broken down, railway beds with masses of concrete were wrenched from the ground and crumpled up, junks and sampans were tossed on the Praya as jetsam, big ships were dragged from their moorings and driven against the walls, others suddenly sank where they lay, and last, but saddest of all, hundreds of the boat and maritime population perished. Desolation envelops the peninsula for miles. Here, as on the other side business was suspended when it was seen that there was other work for those who volunteered. The vessels in distress appealed to almost the entire male population and preparations were made to render assistance where available.

Just off the new Star Ferry Wharf a lighter was observed to be going to pieces fast while the crew were signalling for help. Messrs. Miller and Goldring crawled out to the end of the pier, regardless of the danger from the heavy sea, and succeeded in rescuing the crew, but only just in time. The last man had scarcely been hauled ashore when the vessel broke up. On the other side of the pier several cargo-boats were observed to be in distress, but great difficulty was experienced in getting their crews ashore. Lifebuoys were thrown out, but the Chinese would have none of them. They desired their boats to be dragged close enough to the Praya to enable them to jump, and in each instance this was done.

A FALSE HAVEN.

It was considered that the Boat Club lagoon would be a haven for sampans and small craft, and in order to admit them several willing hands set to work to raise the massive drawbridge. It was a difficult task, but after considerable trouble the bridge was raised and

the small craft in the vicinity passed into the calmer water within. The lagoon, however, proved to be a trap, for when the storm increased the sampans were destroyed, and so great was the wreckage that it was possible to walk across the lagoon on it.

AN UNKNOWN WRECK.

Just off Stonecutters Island, the masts and funnel of an unknown steamer are observable above the waterline. The vessel is believed to be the s.s. *Signal*.

FATE UNKNOWN.

The fate of the steamers *Honam* and *Heungshan* is at present unknown, but fears are entertained for their safety.

S.S. "WINGCHAI'S" EXPERIENCE.

At 7.30 a.m. yesterday morning, the s.s. *Wingchai* left as usual on her daily trip to Macao. She was going through the Capsuimun Pass when the typhoon burst upon her and it was not long before Captain Austin found that he could not run before the gale, and decided to turn back. Running in behind Stonecutters Island he dropped anchor in what appeared to be a safe anchorage, but such was the force of the wind, and so heavy was the sea running that the vessel dragged her anchor as far as Shamsuipo. The captain ordered all passengers off the top deck and the crew did their best to weather the storm, but all efforts were in vain. Then, finding it was impossible to launch the lifeboats, the captain told the crew and passengers that it was "every man for himself." Shortly afterwards, while still at his post on the bridge, Captain Austin was struck on the head with an awning spar. The blow dazed him, and just as he was recovering, the vessel gave a heavy lurch and he was knocked with considerable force against one of the lifeboats. By this time the vessel was on the rocks and all hands endeavoured to get ashore. The chief officer, chief engineer and most of the crew succeeded, but the fate of the others is unknown. When he saw there was no further hope of saving his vessel, Captain Austin decided to take care of himself. Spent with the stunning blows he had received, he jumped from the bridge on to a rock, but had no sooner secured his footing than a wash of water carried him back into the sea. Before he could recover he was jammed between a rock and the ship, and was badly hurt before the chief officer, Mr. Brown, and the boatswain, could extricate him from his dangerous position. The captain fears that a number of the passengers were drowned. The comprador and assistant comprador of the vessel are missing. When conveyed to the hospital in the afternoon the captain was found to be suffering from bruised ribs, a nasty scalp wound and a wound in the back.

THE WOUNDED.

All the hospitals are filled with wounded recovered from collapses, or injured in other ways, and yesterday local surgeons had one of the busiest days they have probably ever experienced in the East. Among the list of singular casualties was one in which a native from Kowloon was taken to the Civil Hospital with his forearm out open. He was blown through a shop window. A messenger coolie who was proceeding along Queen's Road had his head laid open by a falling signboard, and an Indian constable, who was on duty on the higher levels, was knocked down by the bough of a tree, while a smaller stick pierced his neck.

SHAMSUIPO POLICE STATION DEMOLISHED.

The Police Station at Shamsuipo has been completely destroyed, and in that vicinity many boats were piled on the beach.

GODOWN CO.'S PREMISES.

About the first thing noticed on landing at Kowloon was that the new Star Ferry wharf in course of construction had been almost entirely swept away, and that not a vestige of the temporary erection in use remained. Struggling off the ferry at the Police Pier over a heap of wreckage, the witness was confronted with ruined godowns, and wharves and wreckage of innumerable craft. The solid gate posts at the approach to the Godown Company's premises were thrown down, but this was a bagatelle compared to the roadway with its uplifted masses of concrete and rails, its displacement of huge blocks of stone, and its sunken condition. Further on the front of the

police basin was piled with the woodwork of the vessels smashed against the walls. In the basin itself the water could not be seen for wreckage, and after climbing over the heap on the road, spectators found that progress was barred, as the swing bridge itself had been demolished. A detour was necessary to get in front of the godowns. Here again the roadway was torn up, trucks overturned, and everything covered with the remnants of junks and sampans and bales of cargo. A huge lighter lay high and dry here, where it had been tossed, a fact which seemed to emphasise more than anything else the fury of the storm that descended on Kowloon. The godowns themselves withstood its violence wonderfully well, the roofs only being denuded in parts.

SUNKEN STEAMERS.

The *Kwongchow*, which foundered during the height of the typhoon, and involved the loss of many lives, including that of Captain Meade and the chief engineer, only showed a little projection above the surface, while masts here and there indicated the whereabouts of sunken junks and sampans. The *Apenrade*, a German steamer, also went down not far off, but the *Petrarch* fared somewhat better, grounding at the wharf and showing a big hole in the stern. The *Poonna* was exceptionally fortunate, being the only vessel not to shift from her moorings. Here another shattered wharf, junks lifted high and dry on the Praya, sunken roads, displaced masonry, and a heterogeneous mass representing all kinds of cargoes which had been saved from the general destruction. Seawards floating woodwork, almost solid, telling of more lost sampans; beyond that a few more masts sticking out of the water; confusion and destruction everywhere. The fine specimen of a sailing ship, the *S. P. Hitchcock* of New York, was lying aground, showing her bottom badly treated. She had also drifted from her anchorage in midstream and when she reached the side she found one of the Godown Company's launches under her.

FRENCH TORPEDO WRECKED.

A little distance on, at the Naval Torpedo Depot, lay the wreck of the French torpedo boat *Prind*. Indeed the French fleet here suffered very badly on the whole. This vessel foundered inshore. Five of her crew were reported missing, but one was subsequently discovered at the military hospital. In the afternoon the crew were engaged dismantling her, and saving as much as possible from the wreckage. The *Taikoo* had her bows smashed in, while other British naval vessels suffered considerable damage also. On the soft beach between the Naval Depot and the V.R.C. lay the *Monteagle* apparently little injured beyond a broken stern post and the loss of her propeller. She was about seven feet in the water and the task of refloating her ought not to be difficult. Between the *Monteagle* and the beach was the stranded French torpedo boat *Francisque*. The jetty and matcheds of the V.R.C. were simply a mass of rubbish, the *Monteagle* having given the finishing touch to the wreckage of this resort.

A NARROW SHAPE.

Just off the godowns a steamer was seen going out, but it was impossible to distinguish her. She was absolutely uncontrollable and many of the onlookers held their breath as they watched her, thinking that she was going to run into Messrs. Butterfield and Swire's new reclamation. She just missed the point, but it was a narrow shave.

A PICTURE OF RUIN.

En route to Blackhead's Point the shore was strewn with wreckage, and many launches had been beached. A Star Ferry boat was observed to be a wreck and the s.s. *Fatshan* was piled up just opposite the Gun Club Hill mess.

AT YAUWATI.

The naval matcheds were demolished. Yauwati Bay was littered with wreckage, junks and sampans lay in the streets, jetties were destroyed, and many houses collapsed, burying inmates in their ruins. It is calculated that at least 200 people have been entombed. Late yesterday afternoon only three or four had been rescued.

IN THE HARBOUR.

In addition to the casualties already enumerated seven Dock Company launches, one carrying 18 passengers, sank. Two of the harbour launches are also reported to have gone

down, while the Steam Laundry launch is also lost. The hospital ship off Tai-kok-tsui looked to be foundering in the evening.

The German steamer *Sexta* is piled on the beach near the Kowloon Dock, with five or six smaller vessels, also disabled, in company, but the *Prinz Waldemar*, which stranded at Mong-kok was able to steam off within a quarter of an hour.

The vessels in dock were all swamped.

It is almost unnecessary to add that the Water Police responded gallantly to the call for unusually exertions and did much to render assistance where it was most urgently needed.

AT QUARRY BAY.

A matched at the Quarry Bay Shipyard was razed to the ground. When the debris were turned over, seven dead bodies were recovered and six injured Chinese were removed to hospital.

THE STAR FERRY.

The Star Ferry, which lost two of its boats, quickly recovered from the effects and resumed its service, the boats berthing at Blake Pier on the one side and the Police Pier on the other. The launches were crowded, and passengers had to fight their way on board and to fight their way off. The officials were helpless, and though all went well on the journeys the embarkings and landings were fraught with considerable danger.

SYMPATHISERS.

H. E. the Governor accompanied by his secretary, Mr. R. A. B. Ponsonby, and another gentleman from Government House, were among the crowd who thronged the Praya while the storm was at its height. At Kowloon, Commodore Williams and Colonel Darling paid a visit to those places where most havoc had been wrought.

OFFICIAL DESCRIPTION: "SMALL"

The Hongkong Observatory issued the following report:—

On the 18th at 8.00 a.m.—Orders issued to hoist the Black Drum and at 8.45 a.m. to fire the typhoon gun.

The centre of a small typhoon, probably formed last night to the East of Hongkong, passed quickly over the Colony between 8.30 a.m. and 11 a.m. It gave no indication of its existence until close to the Colony.

Telegraphic communication between the Observatory and Hongkong is interrupted.

Hongkong rainfall for the 24 hours ending at 10 a.m., to-day, 3.45 inches.

SECOND DAY'S REPORTS.

Even more calamitous than was at first anticipated was the typhoon of Tuesday, which will stand out in the memory of those who witnessed the wholesale destruction of shipping and saw scores of helpless people drown before their eyes, as one of the experiences of a lifetime. Cyclone of perhaps greater force have struck the Colony but none within recent years, at any rate, has been attended with such devastation or left such desolation in its wake. The full effect, with its awful import of death to hundreds and its extraordinary destruction, cannot yet be realised, nor indeed can some approximate idea be presented for some time to come. All we know is that the loss of life is appalling, and though officials hesitate to estimate there can be little doubt that over a thousand people have perished on that fateful day. But what distinguishes this visitation from its predecessors is the large number of Europeans it has claimed as victims. Bishop Hoare, who was on missionary work in the New Territory, and whose craft has been washed ashore in Castle Peak Bay bottom upwards, is believed to be among the number. Mr. and Mrs. W. F. Donaldson and their two children, who had been using the *Kongnam* as a houseboat for some months, have also apparently been drowned, the vessel having been washed ashore, bottom up with no trace of any of the family, but the family of Mr. Ramsay on the houseboat *Marion* have not been in such danger as was feared. In addition to this civilian element the members of the maritime population have been considerably decreased, the officers of vessels mentioned yesterday having been lost. Very significant is the statement that orders have been issued to prepare 200 graves in the Mount Caroline cemetery.

SHIPPING AT A STANDSTILL.

Yesterday the typhoon was the one subject of conversation, and the deepest sympathy was expressed for those who were mourning the loss of friends. Business was resumed, but there were few firms that did not find themselves handicapped by the losses sustained. Shipping is practically at a standstill as the work of loading or discharging cannot be carried on for lack of lighters. This form of craft suffered severely, and those in a position to judge have estimated that about 80 per cent of the lighters have disappeared.

CITY RECOVERS.

The tramway services, both upper and lower levels, were resumed and with the restoration of the means of communication and an attempt to repair the damage to the electric system the condition of the city began to approximate to the normal. The streets were cleared. The fallen trees were removed from the places where they had fallen and by evening few obstructions remained in any thoroughfare. In the same way the debris on the several wharves was cleared away and in a day or two a start will be made to repair the damage done.

The homeless and destitute people have not been neglected and both Europeans and natives have done much privately to alleviate their present miseries. Doubtless some organised effort will shortly be made to assist them in their dire need.

DEATH AND DESTRUCTION.

The scenes of destruction witnessed on the Praya East were by no means exaggerated in our issue of yesterday. Between 8.30 and 11.30 a.m., Inspector Gourlay, with an active band of willing workers effected a very large number of rescues. Among those who assisted were Mr. Rogers and his staff, Mr. Andrews and his staff, Mr. Forbes, Mr. Whal, Mr. Hogarth, Mr. Course of the Electric Tramway Company, Inspector Fincher, Inspector Dawson and his Chinese gang, Mr. Pollock, A.O.D., and Mr. Pearce of the Seamen's Institute, and, as already stated, the people were taken off the junks and sampans that were dashed to pieces against the Praya. Mr. Dawson heroically leaped into the water to rescue a woman struggling with two children, but before he could reach them a huge wave threw him back on to the Praya, and the mother and children disappeared. Many of them were brought to shore in a bruised and mangled condition, and at Wanchai Police Station Inspector Gourlay and several others rendered first aid to the injured. Ten were sent to hospital with fractured limbs, etc.; several refused to go, and a number of others were treated by Dr. Tso at the Chinese branch. Up to yesterday over ten bodies had been recovered, and it is estimated that between Arsenal Street and Jardine's Point about two hundred junks and sampans were destroyed, and that the loss of life at that particular stretch would be about sixty, a number which would of course be very considerably increased when the whole eastward stretch is taken into consideration. The damage here is estimated at \$120,000.

The Sanitary Department matcheds at Wanchai has been considerably damaged, a fate which has also overtaken the matcheds erections on the Happy Valley.

The roof of the palatial building of the Hongkong and Shanghai Bank was damaged, and the Roman Cathedral suffered in a like manner.

MR. GRAY SCOTT COMPLIMENTED.

The Tramway Company were responsible for a smart piece of work. About two o'clock on Tuesday afternoon they commenced to clear the roads, and by 9.20 p.m. had all the cars in the shed. At six o'clock next morning the complete service was resumed. The Company engaged their own coolies, and in this way were able to restart the service in such a remarkably short time. The nature of the work will be apparent when it is remembered that in places the road was piled five feet high with wreckage.

The front of Godowns 94 and 95 Praya East fell out, as did also the house in Tang Yuen Lane, while the house at 21 Yee Wo Street collapsed. Fortunately there were no lives lost in either case.

LOOTERS.

Like other parts of the city, there were many natives who attempted to profit by the

misfortunes of others and as many as 23 Chinamen were brought before the magistrate and convicted of looting, a fine of \$25 being imposed in each case.

ANOTHER TALE OF DISASTER.

Westwards have heard the same story, that nothing like a complete record of the effects of that terrible visitation could ever be compiled. On every hand there were the same evidences of a heavy death roll and extensive destruction of property, a sad story but fortunately relieved with tales of heroism and self sacrifice. No fewer than 86 junks were reported lost, and that only about 20 people perished shows how effective was the assistance rendered from the shore. Over 100 men, women and children were taken off junks and sampans, the Europeans and natives proving themselves very skilful in throwing lines to the drowning mariners. In fact many of them were lassoed.

Three trams were wrecked, one being blown into a house.

Two godowns in Kennedytown went down like houses of cards, wharves were destroyed, and the flooding of the godowns caused great damage to the goods stored therein, especially the ugar. Lamps were blown down and in some instances the force of the wind carried them into the air and deposited them some distance away. The search light houses were also destroyed, one huge steel structure being lifted right off its brick foundations and carried into Collinson Street. The Berlin Foundling House in Bonham Road was greatly damaged and the roof of the German Church adjoining has been partly stripped. A strong gust forced open the large front doors and swept through the chapel, breaking windows and furniture. The crane for the reclamation work was deposited near the cattle wharf and at the junction of Cadogan Street and the Praya part of the wall disappeared. Pokfulam Road, Hospital Road and Chater Street were blocked with fallen trees.

KOWLOON.

After the calm there was ample opportunity to study the havoc wrought by the storm. Of this we gave a fairly comprehensive account in our previous issue. Yesterday was devoted to the work of clearing the wreckage and attempting to recover the bodies of the drowned and those who were killed by being crushed between the broken timbers. In this work the military were engaged, about 200 of the West Kents taking up various duties on the Kowloon side. The police basin was almost cleared yesterday.

Over 20 bodies were found floating towards the shore and were recovered.

The Godown Company's premises were being cleared yesterday and though the loss sustained by the company is enormous it is comforting to learn that the piles and standards of most of the wharves remain, so that they should be repaired in a comparatively short time.

The Dock Company, with the exception of the loss of the launches already indicated, has escaped remarkably well and is doubtless in a good position to undertake the vast amount of work which should now come to it.

The V.R.C. property has been entirely destroyed, the loss amounting to \$10,000, while the Boat Club has had a similar experience and suffered damage to the extent of \$5,000.

All the military magazines on Kowloon have been razed and the loss to the War Department is estimated at \$80,000.

Blackhead's godowns were badly damaged, walls being blown in.

The railway matcheds were destroyed and the coolies are without shelter. The Europeans' quarters were badly damaged.

The soldiers encamped on Kowloon hills had their tents blown away and were in dire straits for a time.

At Shatin the Police Station has been demolished, while the beach has been covered with the remnants of broken junks and sampans and even steam launches.

The Water Police had an arduous day on Tuesday. They saved about 120 people by means of throwing lines and rendered first aid to the injured. Yesterday they had the melancholy duty of clearing the wreckage and picking up the corpses. Among the number were the bodies of two Europeans which were disfigured beyond recognition.

Fully 100 junks were reported missing and reports are still coming in.

There was a good deal of looting by natives on Tuesday night, 36 cases from Kowloon coming before the magistrates yesterday.

The beach at Mongkok is strewn for miles with silks and valuable cargoes, to guard which a special patrol of police has been set. Many pieces of valuable blackwood furniture were picked up on the shore. Bodies are being washed ashore in a horrible condition, headless and disembowelled.

The wreckage in the harbour is dangerous to navigation. All kinds of cargo is floating on the surface, and the pervading odour of kerosene indicated the fate of several junks.

YAUMATI.

Here were witnessed similar scenes of desolation, the beach strewn with wreckage, and boats of all kinds lifted bodily on to the Praya. Although there are 228 native craft smashed together with two launches, the loss of life from drowning was not so great here as elsewhere. This was largely due to the efforts of the police who dragged the people from their sampans when the danger became imminent. The terror stricken men and women were determined to stick to their boats as long as the planks would hold together. This was folly in the face of such a gale and while it was not a pleasant task the duty performed by the police was absolutely necessary if any regard was to be paid to the safety of the population. Yet in spite of this 33 persons were reported drowned.

Over 30 houses collapsed in Yaumati and about 200 people were entombed. Only three bodies have been recovered.

The streets were flooded and considerable assistance had to be rendered to the sufferers.

TAIPO.

Communication has not yet been established with Taipo and information is anxiously awaited.

THE "PERSEVERANCE'S" EXPERIENCES.

The "Perseverance" left here for Macao at 7 o'clock on Tuesday morning, there being no anticipation of the terrible experiences that were to follow. About 10 o'clock stress of weather induced the captain to put in at Chung Chow where the 12 passengers were put ashore. Then he resumed the journey to Macao but he had not proceeded very far before he saw the necessity of putting about and returning to Chung Chow. Here the vessel came too close and was soon smashed up, all the crew of 20, with the exception of the engineer, being drowned. The latter equipped himself with a lifebuoy and was landed at Pokfulam at 11 o'clock.

THE "SCANDIA'S" EXPERIENCES.

This vessel of the Hamburg-America Linie brought to Hongkong 12 Chinese who had been rescued at various points on the journey from Shanghai. Captain Von Dohren reports having to heave to once or twice when the force of the hurricane was experienced. On Tuesday afternoon two wrecked junks were discovered near Pedro Blanco. A man was seen clinging to one making signals for assistance. The "Scandia" hove to and a lifeboat with the chief officer and four men went to his rescue. After he had been taken on board he said that he was the only survivor out of a crew of 26. Wreckage was constantly passed and nine capsized junks were noted. About an hour and a half later another wrecked junk with several people on board was discovered. On approaching and sending off a boat to it, five men were taken off, nearly naked and very much bruised. They reported that 12 of their companions had been drowned. A little later signals attracted their attention to another junk, from which six men were rescued, all being brought to Hongkong.

BISHOP HOARE REPORTED DROWNED.

Grave anxiety was felt yesterday morning for the safety of the Bishop of Victoria (Dr. J. C. Hoare) who left Hongkong on Thursday last in his houseboat the *Pioneer* on a preaching tour embracing the villages along the coast in the direction of Castle Peak and Capsumun. He was accompanied by four of his Chinese students. It was the Bishop's custom on these tours to live on his houseboat, and though up till yesterday afternoon it was hoped that the Bishop might have been ashore when the typhoon arose, it has now been definitely learnt from one of the crew of the *Pioneer* who has been brought to Hongkong that the Bishop overtook her, and when

last seen by the man referred to the Bishop was in the water. Bishop Hoare was known to be a strong swimmer. Hope was entertained that he had reached land and was unable to send word to the Colony owing to the interruption of communications. On the other hand it was considered possible that the Bishop might have lost his life in an endeavour to save the lives of some of those who were with him. Mrs. Hoare, accompanied by the Rev. Mr. Bunbury, yesterday went out in the launch *Victoria*, kindly placed at their disposal by the Harbour Master, to search for the Bishop and his companions but returned without success.

From later information to hand it appears that when the *Pioneer* capsized the cabin parted from the hull. Two of the crew clung to the former, while some of the others, including the Bishop, were left clinging to the hull. The heavy seas soon separated the pieces of the frail craft, and the hull is said to have sunk. Then the Bishop is believed to have lashed himself to a mast, and it is stated that this mast was afterwards found by a fisherman with the lifeless body of the prelate attached. The cabin of the vessel was washed ashore on the mainland and the two sailors who clung to it got ashore, and after recovering their strength made their way to Laichikok, and thence to Hongkong in a launch. Last evening the Government launch "Victoria," in charge of Mr. M. McIver returned to port, having found the remains of the "Pioneer" at Pirate Bay. The dead body of a Chinese student was found, but we are sorry to relate the search for the Bishop was without avail.

A MISSING FAMILY.

It is feared that Mr. and Mrs. W. F. Donaldson and family, well known locally, have foundered in the river boat *Kongnam*. The vessel was lying in Yaumati Bay, and the family were on board when the storm burst. According to accounts of rescued native seamen, when the vessel went down Europeans were seen on board. Another story is that when the boat was breaking up the family pushed off in a sampan, which was capsized, and all hands went under. The body of one of the children is reported to have been recovered. The family had been living on the boat for about three months, and intended returning to live on shore at the end of last month, but were probably induced to remain longer on the water on account of pleasant weather.

CAPTAIN MEADE STILL MISSING.

There were not, as previously reported, any passengers on the s.s. *Kwong Chow* when she foundered. When the vessel arrived from Canton on the previous evening they all landed, and only the crew were on board when she was struck by the typhoon. Captain Meade and Mr. Morgan, the third engineer, are still missing, and it is feared they have been drowned. The crew were saved. It is believed that the vessel went down through the cargo hold doors being burst open. She can, however, be raised.

THE "POONA'S" GOOD WORK.

The P. and O. Company have been fortunate in escaping lightly from the ravages of the gale. Two of their lighters have been sunk and another three damaged. The *Poona* escaped with slightly dented bulwarks, caused by the *Petrarch* swinging round by the stern. Her captain and crew are to be complimented on their exertions to rescue the distressed. Through their energy the Chief Officer of the s.s. *Hongkong*, Mr. F. Davis, and ten of the crew of that disabled vessel were saved. Before they could rescue the captain and chief engineer, however, they sank from exhaustion. The crew, who were all more or less in a state of collapse when pulled aboard the *Poona*, were taken into the saloon where the ship's doctor restored them.

MESSAGERIES MARITIMES CRAFT.

The Messageries Maritimes Company are anxious concerning the fate of their steamer *Oceanien* which left for Shanghai just before the typhoon. The s.s. *Polynesian*, which was run into by the *Fatshan*, was not seriously damaged, and left on her outward voyage yesterday afternoon. The Canton river steamer, *Charles Hardouin*, was considerably damaged above the waterline; otherwise she is believed to be sound. Her Chinese purser, who attempted to jump on to the

wharf as the vessel was making for the open, was drowned.

FOUR POLICE BOATS DESTROYED.

While engaged in the work of rescue, two water police launches and two pinnaces were wrecked. In each case the crews were saved. The No. 2 launch went down at Castle Peak but Inspector Kerr and his crew were rescued by a customs cruiser and brought to Hongkong. Near the Police pier at Yaumati the steam launch *Kwong Wai* went under, but eight out of nine of her crew succeeded in reaching the shore.

HARBOUR DEPARTMENT DAMAGE.

Practically every ship in the harbour during the storm was more or less damaged. Harbour Department property, however, escaped with trifling injury. Perhaps the most serious thing that happened was the new fairway buoys turning turtle, and the only way this can be accounted for is that the buoys must have been collided with. The launches *Lily* and *Hilda* were also slightly damaged, but the cost of repairing them will be trifling.

RESCUING SURVIVORS.

The Customs cruiser *Kwantin* rescued 19 people near Castle Peak on Tuesday, and brought another 53 into port yesterday.

THE STORM AT CANTON.

At about one p.m. on Tuesday the typhoon struck Canton, and considerable damage is said to be done to the native craft. The river steamers, however, came through the ordeal unscathed.

A DANGER TO SHIPPING.

The number of water-logged and derelict junks about the entrances to the harbour and far out at sea are a great menace to shipping, and the Harbour Master is taking steps to have them destroyed.

AT THE PEAK.

The damage done at the Peak is remarkably small. Telephone wires are down, window glass was broken in many of the houses, temporary structures here and there blown down the hill side and a few houses, Mount Kellet way, partially unroofed, but we have not been able to learn of any substantial damage. Perhaps the building which suffered most on the Peak was Mount Austin Barracks. With each terrific gust a portion of the roof was bodily lifted, but it fell in position as regularly as each gust spent itself. There is plenty of work for the glaziers at the barracks and some for the masons as a large piece of brick wall was blown down.

Lower down the hill, broken trees and uprooted bamboos are abundantly in evidence. In the Public Gardens terrible havoc has been wrought among the trees, shrubs and flowering plants, but the glass houses fortunately stood the strain and no damage was done in the zoological department.

THE "HAITAN"

The Douglas steamer "Haitan" (Captain J. S. Roach) was expected to arrive on Tuesday morning, but she had not entered the harbour by last evening. It is thought probable that on encountering the typhoon she put about and has perhaps gone far out of her course.

FROM THE SHIPPING OFFICERS.

Messrs Butterfield and Swire lost seven blue funneled lighters, a launch, and one of their West River steamers, the "Tak King," which was smashed near the Cosmopolitan Dock. The "Changsha" is ashore at Hunghom Bay and will have to be docked for repairs. At Quarry Bay comparatively little damage was done.

Messrs. Punchard and Lowther report little loss. One or two junks have disappeared but most of the plant is intact. The European staff worked very hard rescuing their sampan people.

A similar report comes from Messrs. Arnhold, Karberg and Co. The "S.P. Hitchcock," though ashore, is not much damaged.

Messrs. Dodwell and Company were very fortunate. All the boats of the Water Boat Company are safe and none of the firm's launches have been damaged. The "Strathmore," which recently had a mishap with the "Sexta," dragged her moorings and ran into the "Quinta." The "Powhattan," lying off West Point, took 13 people off a drifting lighter that came alongside. The "Woolwich" has been docked, while the "Pleiades" rode through the storm safely. The "Tai Ye," one of the water boats, picked up 22 people.

The Kowloon Wharf Company has suffered dreadfully. Out of a fleet of 60 lighters only four could be discovered yesterday morning.

Messrs. Melchers & Co., who act for the Norddeutscher Lloyd experienced no great loss. The "Prinz Waldemar," an Australian liner, went ashore at Yaumati, but got off after the storm abated and anchored at the back of Stonecutters Island. One of her propellers was damaged, and the extent of her other injuries is unknown. She will, however, go into dry dock on Saturday. The steam launch "Brema" went ashore at Blackhead's Point, but it is hoped to get her off this morning. She was slightly damaged by a junk. The "Derawongse," a coasting steamer, was damaged by the German steamer "Johanne," which vessel was also responsible for some injuries to the "Chow Tai."

Messrs. Jardine, Matheson and Co. report that the "Fook Sang" dragged her moorings near the French mail and damaged her propeller. The "Chip Shing," which was also damaged, is going into dock, while the "Kat sang," which had a small hole knocked in her stern by the "Charles Harduin," will also have to submit to repairs. The China Sugar Company lost their steam launch "Eva."

The list of ships sunk includes the "Sin Cheong," "Apenrad," "Kwongchow," "Albatross," "Perseverance," "Kongnam," "Signal," and "Fronde."

THE "ALBATROSS" MISSING.

The steamer "Albatross" which runs between this port and Sha U-chung is reported to have gone under near the Nine Pins in Futamin Pass on Tuesday. One hundred and fifty passengers are stated to have been on board and, with the exception of six, all are believed to have perished. Two of the crew, who were rescued by a fishing junk from some wreckage, were taken to the Shauiwan Police Station where they stated that all hands had perished. No news had been heard regarding the fate of the master, Captain Patrick, or the Chief Engineer, Mr. Wallace, last night.

Among those ashore not previously mentioned are the "Kinshan" and the "Fat Shan."

EXPERIENCE OF THE "PETRARCH."

When they realised the full extent of the typhoon which had practically caught them napping, the crew of the "Petrarch" were promptly at their posts, and the first thing they knew was that the German steamer "Emma Luyken" had run athwart their bows, and was bumping heavily against them. It took the seamen about half an hour to separate their respective vessels, and then, in spite of all that could be done to prevent it, the stern of the "Petrarch" ran into the bows of the "Monteagle" after which the vessel drifted ashore. There were no lives lost, but the "Petrarch" is leaking badly and her decks are badly damaged.

SEETON DEMOLISHED.

"Seeton" the pleasure resort on the mainland beyond Laichikok, which has been visited during the summer months by numerous residents of the Colony, has been completely demolished. All the buildings, the pier and the houseboats have been smashed to matchwood, the farm and orchard is a complete wreck and thousands of dollars have been lost by the enterprising management.

A SANITARY INSTITUTION FOUNDERS.

Among the first of the many boats which foundered were the thirty-two junks of the scavenging contractor used for conveying refuse from the city. Until other vessels can be procured a new depot will have to be provided on the outskirts and the rubbish burnt. The Sanitary Staff is kept busy in cleaning up the streets, and 200 extra coolies have been engaged to expedite matters.

"WINGCHAI" A TOTAL WRECK.

Enquiries at the office of the Sam Wang Co. elicited the information that the *Wingchai* was a total wreck, and that out of the 200 passengers some 20 or 30 were drowned. When the vessel took the rocks in front of the lime kilns at Samshuipo a panic occurred aboard and the officers were powerless in their efforts to maintain order. The heavy fog which prevailed, coupled with the blinding rain falling and the heavy sea running made the confusion worse, and as soon as they saw the rock alongside the vessel many passengers leapt on to it only to slip or be carried seaward by the rush of

waters. The Chief Officer, Mr. Brown, whose gallantry was publicly recognised on a previous occasion, again did good work in rescuing the drowning, and it was through his efforts, coupled with those of the Chinese boat-swain and carpenter, that the death toll was not considerably larger. In the face of terrible danger these three succeeded in plucking many an exhausted man from a watery grave, and had they been able to stay the panic which prevailed the chances are that there would have been very few casualties. The *Wingchai's* stern is under water, also the engines, while the rocks have left gaping wounds in her hull, and her engine pipes have been twisted beyond repair, or snapped in two.

THE FATE OF THE "HEUNGSHAN".

The Hongkong and Macao Steamboat Co.'s steamer *Heungshan* is on the rocks at Sawchan. From one of the passengers, Mr. Jose da Silva, we learn that for an hour after leaving Macao on Tuesday morning there were no indications of bad weather, but when half way to Hongkong a strong gale sprang up very suddenly, and the sea ran high. The ship rolled in a manner which was terrifying to the passengers, upwards of 500 being on board. Captain Morrison tried to keep the ship's head to the wind, but his efforts were unavailing. Waves in quick succession swept the deck from stem to stern, smashing glass and woodwork, and eventually the engine room was flooded and the fires extinguished. The ship was then absolutely at the mercy of the waves which were running amazingly high. It was about one o'clock when she was tossed on the rocks at Sawchan. The Captain then caused all on board to be informed of the danger and had life belts distributed. Besides the 500 Chinese passengers there were about ten saloon passengers, including ladies and children, and the weeping and wailing of the terrified passengers was heartrending. Some lives were lost, and the bodies of two Chinese women were recovered but it is feared that these do not represent the total loss. The Canton steamer *Hoisang* took off the passengers and brought them on to Hongkong, arriving here yesterday morning about half-past ten. Captain Morrison and his crew remained on board the *Heungshan*, which is stated to be considerably damaged, but hopes are entertained of saving her if fine weather continues. The passengers speak in terms of the highest praise of the behaviour of Captain Morrison, his chief officer, Mr. Granger, and also of the purser, Mr. Eca.

While in the presence of great danger some of the steerage passengers, who were allowed on the upper deck, began to loot and several passengers, as well as some of the officers, were informed, were relieved of some of their property.

STEAMER REPORTS.

The H. A. L. steamer *Scandia* (Capt. von Dohren) from Shanghai reports that at 12.30 p.m. on the 17th inst. when 48 miles from Hongkong a man was observed clinging to the wreckage of a junk. A ship's boat was launched in a very dangerous sea. The Chief Officer, Mr. Hansen, was in command, and had with him the third officer, the boatswain and two sailors. After a severe struggle to get alongside the wreckage, and at the same time to prevent the boat being knocked to pieces against it, the man, who could not swim, was rescued. He proved to be one of 26. The other 25 had been drowned. At 3 p.m. on the 18th the *Scandia* was the means of saving five more men from wreckage of a junk which had lost ten men. Again at 5 p.m. six more men were saved from another junk.

The Japanese str. *Sado Maru* reports encountered typhoon on the early morning of the 18th, and ship lost one jolly boat by mountainous sea. During the day following 64 Chinese and 1 European ship-wrecked people were picked up and rescued from floating wreckage and junks.

The British str. *Kueichow* reports: Fine. The European picked up by the *Sado Maru* was Mr. W. S. Parsons, a Hongkong pilot, who had gone outside in a sampan to bring in the Norwegian steamer *Wick*. The sampan was overturned, and Capt. Parsons was picked up, slightly injured, at 4 o'clock. He had been a considerable time in the water. clear weather, N.E. winds and smooth sea to Swatow. On the morning of the 18th, from 1

a.m. to 6 a.m., experienced furious typhoon to E.S.E. of Pedro Blanco. At 3.45 a.m. centre of typhoon passed nearly over ship. Sustained no damage. Lowest barometer reading 3.50 a.m., 29.15. From 4 to 5 p.m. stopped three times to rescue fishermen and families in vicinity of Ninepins. Rescued 26 persons. Sea literally strewn with wreckage in every direction.

The British str. *Kwonggang* reports: From Shanghai moderate S.E. and E.S.E. winds and easterly swell and fine weather to Swatow. High barometer. Off Swatow had one heavy squall, carrying away No. 1 awning. Moderate to fresh easterly winds and southerly swell. Cloudy sky and fine to port. Off Ninepins and Tamtoo Head passed several junks bottom up and a quantity of wreckage.

ANOTHER TYPHOON SIGNALLED.

Another typhoon was signalled yesterday, the cone being hoisted in the morning.

THE VOLUNTEER CONCERT.

The Volunteer Concert, announced for to night, was postponed in view of the calamity, but another in aid of the Chinese sufferers will be given at an early date.

THIRD DAY'S REPORT.

All the later reports which come to hand serve to emphasise the unparalleled destructiveness of the terrible two hours on Tuesday morning between nine and eleven o'clock.

Although the police have only had 650 deaths reported up till yesterday there is no doubt that our early estimate of over a thousand is understated. The officer in charge of Mount Davis Cemetery has been instructed to prepare a thousand graves, while at Mount Caroline cemetery 200 are being prepared, and in other cemeteries similar operations on a large scale are in progress.

The recurrence of the typhoon early yesterday morning did not find the populace in such a condition of unreadiness. The hoisting of the cone made the shipping community take all precautions for safety, while householders took the opportunity to make all outside fastenings secure before retiring for the night. When the wind blew with all the force of a hurricane, sweeping the harbour and the city, it sounded more terrible in the gloom of night, but happily, although it raged till day-break, accompanied by torrential downpours of rain, it did little damage. The gun was fired at 4.10 a.m. At any rate no fresh damage has been reported. The Star Ferry again stopped running, as did also the Peak Tramway, but both services were resumed in the course of the day.

RECOVERING THE DEAD.

One effect of the storm has been to stir up the bodies, and yesterday hundreds were seen floating in the harbour. It was a gruesome sight which was witnessed at several points on the beach, on both sides, when the bodies were pulled to the shore, and the police were occupied with this unpleasant duty during the day, a task which will probably be theirs for some time to come. To add to the difficulties of the authorities, coolies have shown a disinclination to engage in the work of removing the bodies, but those in the employ of the Sanitary Board undertook the duty. In the work of digging graves the same difficulty is met with. Most of the bodies have been removed to the mortuary but the accommodation there will in all likelihood be insufficient so that probably some godowns will have to be requisitioned. It is stated that the Governor has given instructions for the bodies to be photographed for purposes of identification, but in many cases the disfigurement which has taken place will frustrate that object. Cart loads of bodies have been removed from the beach both at East Point and West Point.

The bodies of Captain Mead of the "Kwongchow," and Captain Maxfield of the "Hongkong" have been recovered, as also the body, much disfigured, of a European woman, which is probably that of Mrs. Donaldson.

So rapidly is the sea giving up its dead that the ambulances of the Colony are not sufficient to remove the bodies recovered, and the Sanitary dust carts have to be utilised. From all parts of the city waterfront.

and Kowloon reports are current of the numerous dead bodies to be seen floating in the harbour. At West Point yesterday morning the dead bodies of three Europeans were observed floating past the spot where the wharf of the "San Cheung" used to stand.

HARBOUR DESERTED.

The harbour presents a comparatively deserted appearance. The wreckage floating on the surface is a serious menace to shipping and this danger is being removed as expeditiously as the harbour authorities can work at the present time.

COMMUNICATION AGAIN INTERRUPTED.

Yesterday's typhoon, while it seemed to have spent itself during the night, was responsible for a dislocation of the means of communication and also for an interruption in some degree of the work of clearing the wreckage and repairing the damage done.

The Star Ferry resumed its service from 4 to 8 o'clock, the dangers in the dark making it advisable not to run beyond that time.

HIGH TIDE.

Spectators were numerous on the Praya. The white crested waves were running high and as there was a high tide in the morning the water was dashing over the walls and over the wharves and piers. The tide was the highest seen for many years.

THE MONTEAGLE REFLOATED.

The change of wind assisted in the refloating of the *Monteagle*. She had got into a little deeper water on Wednesday but yesterday morning found her clear of the beach and riding at anchor.

FISHING FLEET EXTINGUISHED.

The fishing fleet, numbering over a hundred vessels, which sought refuge near Dumb Bell Island, Ibas, we hear, been entirely destroyed.

CAPTAIN AUSTIN RECOVERING.

We are pleased to be in a position to refute the persistent story of the death of Captain Austin. This popular commander, whose many sterling qualities have procured him numerous friends since he has been on the Macao run, is fast recovering.

THE WOUNDED.

Mr. Davis, chief officer of the river steamer "Hongkong," and Mr. D. McRae, one of the "Monteagle's" engineers, both of whom were admitted to hospital in an exhausted condition and badly wounded, are recovering. The master of a rice boat which foundered off Taishan Island in the storm was admitted to the Government Civil Hospital on Wednesday night. While his boat was going to pieces the plucky fellow swam thrice to the Island, on each occasion bearing one of his family safely to land. Then for the fourth time he faced the breakers and was returning with another of his children when he was washed among some wreckage, the bumping he received causing him to part with the child. She, however, was washed ashore. So also was the father, but not before he was badly mangled.

A RELIEF FUND STARTED.

His Excellency the Governor has taken prompt action for the relief of the sufferers. At noon on Wednesday he summoned the leading members of the Chinese community to Government House, and there it was decided that a relief fund should be started on similar lines to the one promoted by Sir Henry Blake on a previous occasion. His Excellency started the fund with a contribution of \$500, the Colonial Secretary, Hon. Mr. T. Sercombe Smith, contributed \$100, and already a sum of \$3,500 has been raised among the Chinese community.

LOOTING.

A Chinaman was convicted of looting on the "Heungshan." His bulging pocket attracted the attention of a detective who found over \$900 in it.

RELIEF COMMITTEE FORMED.

A Relief Committee has been formed at the suggestion of the Governor. The notice inviting co-operation was as under: I am directed to invite you to serve as a member of the committee to be appointed by His Excellency to raise and administer funds for the relief of the sufferers by the recent typhoon. A list of the members of the Relief Committee is enclosed.

The names are:

Sir Paul Chater, C. M. G. (chairman)
Mr. H. E. R. Hunter (hon. treasurer)

Hon. Captain Barnes Lawrence

" Mr. E. A. Hewett,

" Mr. W. J. Gresson,

" the Registrar General

" Dr. Ho Kai

" Mr. Wei Yuk

Mr. Fung Wa Chun

Mr. Lau Chu Pak

Mr. Tang Chongong (chairman of the Tung Wa Hospital)

A meeting of the three bodies, the Po Leung Kok, the Tung Wa, and the Watch Committee, has been held to form a sort of general committee, which will be consulted as to the administration of funds to avoid overlapping in the operations.

TUNG WA HOSPITAL'S AID.

The committee of the Tung Wa hospital has launched scouring the harbour in all directions searching for dead bodies. The hospital has decided to supply coffins free, and to undertake the burial of all bodies of Chinese recovered.

BISHOP HOARE.

The body of His Lordship Bishop Hoare has not yet been recovered, but there can be no further doubt as to his fate. Deepest sympathy is felt for his sorrowing wife and family.

According to *Who's Who* the Right Reverend John Charles Hoare, D.D., Bishop of Victoria, was born at Ramsgate, on 15th Nov. 1851, fourth son of the Rev. E. Hoare, Honorary Canon of Canterbury. He was educated at Tonbridge School, and Trinity College, Cambridge, being a Trinity Scholar, securing the second class classical tripos in 1874. He was curate at Trinity Church, Tonbridge Wells, from 1874, when he was ordained, until the following year. In 1876 he came out to the East, and was appointed Principal of the C. M. S. Training college at Ningpo, China, from 1876 to 1898, in which latter year he was consecrated Bishop of Victoria. His publications comprised several theological books and commentaries in Chinese.

"HEUNGSHAN" AND "KINSHAN."

It is stated that the Hongkong, Canton and Macao Steamboat Company have entered into negotiations with the Dock Company for the refloating of the steamers "Heungshan," which vessel is on the rocks off Lantau Island, and "Kinshan" stranded near Castle Peak.

SHIPPING NOTES.

The powerful tug "Robert Cooke" had a busy time yesterday, her services being required to take vessels to dock or to remove them from there into the harbour. The "Coptic" will not need to go into dock as was at first stated.

The few launches that were available yesterday reaped a rich harvest, the tariff being quoted at \$15 per hour, five times the usual rate.

EUROPEAN VICTIMS.

The Europeans drowned are:

Bishop Hoare.

Mr. W. F. Donaldson.

Mrs. Donaldson and two children.

Captain Patrick

Chief Engineer Wallace

Captain Mead

Third Engineer Morgan

Captain Maxfield

Chief Engineer J. Williamson "Hongkong."

Three officers and two men of French torpedo boat "Fronde."

SHIPPING CASUALTIES.

The following is as far as is known a complete list of the steamers and sailing ships which sustained damage in the harbour and the immediate vicinity, the names being given in alphabetical order:—

SUNK.

ALBATROSS, small steamer, plying between Hongkong and Mirs Bay, foundered near Ninepins. Capt. Patrick, Mr. Wallace (chief engineer), and about 150 passengers drowned.

APENRADE, German steamer, 696 tons, foundered off Stonecutters. Jensen & Co., agents.

FUKAI-MARU, Japanese steamer, partially sunk on Tuesday, foundered yesterday off Wan-chai.

HONGKONG, river steamer on Canton run. Capt. Maxfield, Mr. J. Williamson (chief mate), many of the crew and passengers drowned. Chinese owners.

KONGNAM, sunk off Yaumati. River steamer 485 tons, laid up and used as a houseboat by Mr. W. F. Donaldson and family who perished. Wilks & Jack, owners.

KWONGCHOW, steel twin screw river steamer on Canton run. Foundered off Kowloon. Captain Mead, officers and crew drowned. Shui On, owner.

PERSEVERANCE, river steamer on Macao run, foundered near Cheung Chau. Chinese owners.

SAN CHEUNG, river steamer on Canton run, foundered alongside her wharf. Chinese owners.

SORSOGAN, American steamer 428 tons. Foundered alongside Kowloon docks. Inchausti & Co., Manila, owners.

ASHORE.

CASTELLANO, small American steamer, ashore at Samshui-po.

CHANGSHA, near Kowloon docks, British steamer 1,463 tons. Chira Navigation Co., owners. Butterfield & Swire, agents.

CHIUKAI-MARU, ashore at Kellet Island. Japanese owners.

CHUNG KONG, small river steamer, ashore at Samshui-po. Chinese owners.

EMMA LUYKEN, German steamer, 1,159 tons. Consigned to Chinese.

FATSHAN, ashore Hunghom Bay. Steel, twin-screw steamer on Canton run, 1425 tons net Hongkong Canton and Macao Steamboat Co. owners.

FRANCISQUE, French destroyer, 303 tons, totally wrecked near V.R.C. at Kowloon.

FRONDE, French destroyer, 350 tons, ashore near V.R.C. at Kowloon.

HERMANIA, German steamer ashore at Samshui-po.

HEUNGSHAN, ashore at Sau-chau. Steel screw river steamer, 1055 tons. on Macao run, Hongkong Canton and Macao Steamboat Co. owners.

JOHANNE, ashore in Kowloon Bay. German steamer 952 tons. Jebson and Co. agents.

KINSHAN, ashore near Castle Peak. Steel screw river steamer, 1995 tons. Hongkong, Canton and Macao Steamboat Co. owners.

KONGMOON river steamer.

MONTAGLE, ashore Kowloon. C.P.R. steamer 2440 tons. Since refloated.

PAK HING, ashore at Kowloon. River steamer. owned by Chinese.

PETREARCH, ashore at Kowloon. German steamer, 1,683 tons.

PHENIX, ashore near V.R.C., Kowloon Bay. British sloop, 1,050 tons displacement.

ROSARIO (H. S. DE) old steamer brought from the Philippines to be broken up.

SEXTA, lost one anchor and went ashore at Hunghom Point; apparently not much damaged. German steamer, 992 tons net register; built at Lubeck 1906. Siemssen & Co. agents.

SIGNAL, ashore in Hunghom Bay. German steamer, 900 tons. Jebson & Co. agents.

SUN ON, ashore Hunghom Bay. River steamer. Chinese owners.

S. P. HITCHCOCK, American sailing ship, 2,013 tons. Ashore and badly damaged at Kowloon. Arnold, Karberg & Co. agent.

TAK HING, ashore off Samshui-po. River steamer lately employed on West River.

VERONA, ashore at Stonecutters. Refloated yesterday. German steamer, 3036 tons. Carlowitz and Co. agents.

WINGCHAI, ashore at Stonecutters, total wreck. Wooden River steamer employed on the Macao run. Sam Wang Co. owners.

DAMAGED.

COPTIC, O. & O. Mail steamer, 2,744 tons, collided with s.s. Petrarch.

CHIP SHING, Indo-China steamer, 1,199 tons, fouled the "Locug Sang" and "Haimun" and damaged her port side.

CHARLES HARDOUIN, French river steamer, was driven against three steamers in succession and received considerable damage.

DEYAWONGSE, German steamer, 1,262 tons; in collision with s.s. "Tjiliwong." Damage apparently slight. N.D.L. agents.

FOOKSANG, Indo-China steamer, 1,987 tons, sustained damage to her propeller.

I. F. CHAPMAN, American sailing ship, 2,013 tons; lost her royal main-mast.

KUTSANG, Indo-China steamer, 3,110 tons; sustained damage to her stern through being fouled by the s.s. "Charles Hardouin".

LOONGSANG, Indo-China steamer, 1,092 tons. Slightly damaged.

MOORHEN, British river gunboat.

ROBIN, British gunboat.

POLYNESIEN, French Mail steamer; was fouled by the "Fathan" but not seriously damaged.

PRINZ WALDEMAR, German steamer 1,736 tons, Australian liner, went ashore at Yaumati but got off again. One of her propellers was damaged.

POONA, P. & O. steamer, 4,878 tons. Injuries slight, received through other craft bumping against her as she remained secured at the Kowloon Wharf.

QUINTA, German steamer, 987 tons net register; was badly damaged by the s.s. "Strathmore" which drifted on to her. Siemssen & Co. agents.

RADNORSHIRE, British steamer, 1,820 tons. Bows damaged in collision with s.s. "Monteagle" Shewan, Tomes & Co. agents.

SULLBERG, German steamer 782 tons net register, built at Lubeck 1896; "Petrarch" collided with her; dragged her moorings and damaged some of her bow plates. Actual damage not yet ascertained. Siemssen Co. agents.

STREATHMORE, British steamer 2,295 tons, badly damaged in collision with the "Quinta" Dodwell & Co. agents.

SADO-MARU, N.Y.K. steamer; encountered the typhoon outside the harbour and lost a jolly boat and some of her deck fittings.

SHUN LEE, river steamer, badly damaged by butting against the Praya wall.

TAKU, British destroyer.

TJILIWONG, China-Java-Japan line steamer, 3,061 tons damaged on portside in collision with the "Devawongse" and the "Emma Luyken." Besides the above a very large number of harbour launches and a large proportion of the pleasure yachts owned by European residents met with disaster.

FOURTH DAY'S REPORTS.

The feelings of awe occasioned by the terrible disasters of Tuesday still hang over the community and the profound impression then created has to some extent been deepened by the gruesome scenes that are hourly witnessed along the shore on both sides. Bodies, ghastly by reason of mutilation, are being constantly picked up and carried to the mortuaries, where after being photographed and some little interval allowed for friends to claim, they are prepared for interment. The coffining of the corpses is a horrible operation, but the ordeal, trying as it is, is bravely gone through by both police and sanitary officials. Both are working well together. Their duties are not lessened by the coolies refusing to work in the cemeteries and though higher remuneration is offered the men will not undertake the work. The unclaimed bodies of Chinese are not put in separate graves but interred in trenches. Besides this there are many private burials and the scenes on the way to the native cemeteries are as pathetic as they are interesting. Yesterday afternoon the funeral of Captain Maxfield took place, the remains being followed by a number of mourners to the Happy Valley.

The total of lives reported lost and junks and cargo boats reported missing continues to increase daily, but officials are overwhelmed with work so that it is not possible to obtain information as yet. Yaumati reports 60 lives lost, Shektonshui 40, and Wanchai a much greater number.

Even yet it is difficult to give anything like an approximate estimate of the damage done to property. Those competent to judge express the opinion that a million pounds will not cover the loss. Certainly it is enormous and cannot be gauged for some time. Of the smaller craft some 2,000 must have disappeared, and as many of these were cargo boats and lighters, it will be understood how the shipping has been crippled.

A morbid curiosity attracts many people to the places where the bodies are recovered in greatest numbers, but the horrors of the scene are too terrible to depict, while the stench is overpowering. Another saddening spectacle is the dust cart, piled

with coffins, leaving the mortuaries, while on the Praya are to be seen a few weeping women who point to the sea and utter the most heart-rending sounds.

THE MISSING FAMILY.

Great regret has been expressed at the untimely deaths which Mr. W. F. Donaldson, his wife, and two children have met. As is well known, Mr. Donaldson was one of the assistants of Messrs. Butterfield and Swire. Though of a very retiring disposition he had a most interesting, not to say adventurous career, and in the office he was a general favourite. Mrs. Donaldson was also well known as a teacher of dancing.

Some details of the fate of the family have now come to hand. Two of the natives on board the Kongnam, who escaped, report that when the seas washed away the deck-cabins, Mr. Donaldson snatched up the baby and attempted to rush for a place of shelter but before he had proceeded many yards another wave carried him into the sea. He was not seen after that. Mrs. Donaldson, with the four year old boy, and two Chinese women on board huddled together, but the boat lurched and they were all washed into the sea. Sad as it is, it is interesting to note that when Mrs. Donaldson was faced with danger on the sea not long ago she expressed the wish that if they had to go that they should all go together. Mr. Donaldson's brother from Canton only learned of the fate of the family through the newspapers. The deceased were both natives of the West of Scotland, their parents living in Glasgow.

EXPERIENCES ON THE PEAK TRAMWAY.

The Superintendent of the Peak Tramway writes:—

Until the typhoon had been raging for more than an hour I did not realize that such terrible havoc was being wrought by the violence of the wind. At the Peak Station, with the exception of two very strong gusts of wind, there was nothing to alarm me. The trams ran regularly from 7.00 till 10.00 a.m., during part of which time I was doing the usual writing and filling in the daily forms for the head office, to which place I was just preparing to go, when one of the brakesmen informed me in a manner and tone, that left no doubt in me, that there was danger in running the cars any longer. He reported that trees were being uprooted about the hills, and thrown along with small boulders on the track, which necessitated the cars having to be stopped at various places until the obstructions were removed. At other parts the cars were oscillating with the force of the wind to such an extent as to cause the greatest alarm. At this stage some of the trees being whirled through the air came in contact with the small private telephone wires and broke them. These got foul of the signal wires and forming a circuit began to give false signals. The false signals and the fact that obstructions were on the line were the only evidence that there was danger in running the cars. The force of the wind on the Peak where I was situated, with the exception of the two said gusts, was not, I can say with certainty, so great as to cause any uneasiness.

Before eleven o'clock I started on my way down the track accompanied by some of the coolie staff to clear away the obstructions. When I had traversed a third of the distance from the top station I then began to realize the force of the wind. It became necessary, when crossing the bridges that span the chasms and gorges, down which water was rushing in tremendous volume and thundering noise, along the way, to creep along and hold on to the rails. I thought I would have been deserted by my followers, but they stuck bravely by me. At a part of the way, just above Bowen Road, where a new bridge is being constructed over the line, a landslip had occurred, and covered part of the track. A stream of water was flowing near by. I had this directed towards the loose earth, which then melted away down the side of the track. By the time I got to the bottom it was half past eleven o'clock. The telephone wires were repaired by noon, when the service was again started, and has continued since without stopping during schedule time.

FURTHER SEARCH FOR THE BISHOP.

The friends of the late Bishop Hoare are leaving no stone unturned in their efforts to discover his body. Yesterday morning the Government launch *Stanley* set out with a search party aboard for the scene of the catastrophe.

YESTERDAY'S ARRIVALS.

There arrived from Singapore yesterday the Japanese steamer "Totome Maru" and the French steamer "Amiral Hamelin." Both vessels report having experienced exceptionally rough weather, and from the davits of each a lifeboat was torn by seas which broke over them. When about fifty miles S. S. W. of Gap Rock the foretopsail of the "Totome" was also carried away. The "Pindari" experienced very rough weather on her voyage from Shanghai, but arrived in port unscathed. So also did the Douglas steamer "Haitan".

TYPHOON AT WOOCHOW.

The "Lin Tan" arrived here yesterday from Woonchow, and one of her officers informed our representative that the storm struck that port on Monday evening, tearing down matsheds and capsizing sampans. So far as could be ascertained, however, there was no loss of life. When steaming behind Stonecutters yesterday those on board the "Lin Tan" counted forty-eight dead bodies, which were floating past.

The "Wakamatsu Maru" from Moji, which also arrived yesterday, observed about 100 corpses floating about at the harbour entrance.

MORE LAUNCHES LOST.

The passenger launch "Ying Fat," which used to travel between Sam Chun and Hongkong foundered near Capsuimun, and over 100 passengers were drowned. Three other passenger launches are also reported missing, but no lives were lost. The police launch No. 3, on which were P.S. Boulger and P.C. Berry, has not yet been heard of.

AAGAARD THORESEN'S CRAFT.

Messrs. Aagaard, Thoresen and Company's vessels came through the storm with very slight mishaps.

The steamer "Fri", which was lying off Stonecutters secured by three anchors, was run into by an unknown vessel. As a result of the collision the "Fri's" port side amidships was smashed in, and the bridge and deck houses amidships destroyed. The other vessel had already lost her boats in a collision with the "I. F. Chapman", and when she parted from the "Fri" she left her bowsprit and figure head aboard that vessel. The damage done to the "Fri" is estimated at between \$10,000 and \$15,000.

The "Skuld" was lying off West Point with two anchors out when the storm struck her. Shortly afterwards one of the anchor chains gave way and it was thought the anchor was lost, but after the storm when the other was pulled up, the missing anchor was found attached to it. The "Skuld" touched bottom once, but immediately got off, and has no apparent damage, being quite tight.

The s.s. "Brand," which was reported ashore at Aberdeen, had a miraculous escape. She was just about a fathom away from the entrance of the Dock, coming out, when the typhoon struck her. The engines were set, at full speed ahead as she faced the storm but it was impossible to run out more than thirty fathoms of chain owing to her proximity to the shore. The Captain reports minor damage such as lost gear and broken stanchions, but the vessel is quite seaworthy and did not touch bottom. She left on the afternoon of the 18th instant for Sourabaya and may have had to weather the second typhoon.

The steamers "Norden" and "Halvard" escaped damage, and it is hoped that the "Protons," "Drufar" and "Ragnar," which vessels are expected shortly, have ridden through the gale.

AT MACAO.

Apart from damage done to matsheds and other frail structures, Macao escaped. The worst experience of the City was when the second blow broke on the morning of the 20th. The wind blew strongly from the east and heavy seas broke over the Praya Grande damaging the bund. The s.s. "Honam" left her wharf at eight o'clock for Hongkong but had to take shelter at Mongchow. She arrived in port yesterday afternoon.

DOCTOR'S GENUINE SYMPATHY.

Among the gallant band who have laboured to alleviate suffering and rescue the perishing there was not a more willing worker than Dr. Forsyth. Carrying his case of surgical instruments he called at the Tsimchatsoi Police Station, saw Inspector Langley and proffered his services which, needless to say, were gratefully accepted. The doctor was placed aboard a boat, and travelling round the Kowloon foreshore pulled out of the water and restored many people who appeared to be drowned. The wounds of others he also dressed, and took the first opportunity of sending them to hospital.

RESCUED FROM WRECKAGE.

In their trips along the foreshore the water police have rescued 120 Chinese who were found clinging to wreckage. Many of them were entirely exhausted and had to be removed to hospital.

THE INCREASING DEATH ROLL.

Although police pinnaces and other craft are continually running shoreward with their cargoes of dead, the number of corpses floating on the water does not appear to diminish. On Thursday forty-nine bodies were landed, and the police estimate that there are over 100 to remove from Stonecutters Island, while at Laichikok there are another 20 or 30 which so far they have been unable to get at. It is supposed that another 20 bodies will be recovered when the wreckage is removed from the police basin.

Yesterday the Baluchi regiment and 300 of the Royal West Kent continued the work of turning over the wreckage along the Kowloon shore to recover the dead.

Constable Mundy was yesterday so overcome from the smell exuding from dead bodies that he had to be removed to hospital.

DEATHS AND BOATS DESTROYED.

To date the official record of lives lost and junks and sampans destroyed in the various districts is as under:—

	Recovered.	Junks, etc. Destroyed.
Central	222	31
Wanchai	120	383
Shau-ki-wan	417	64
West Point	54	124
Yau-mati	169	418
Hung-hom	46	25
Aberdeen	60	7
Total	1,088	1,052

REFLOATING OPERATIONS.

The *Emma Luykess* has been refloated and it is expected that the *Signal* will be refloated. The pumping operations on the *Chinkai Maru* have not been so successful.

TAKING ADVANTAGE.

While a large number of the Chinese community is giving whole heartedly for the relief of suffering compatriots, there is another section whose motto apparently is to "make hay while the sun shines." Numerous owners of launches and cargo boats which were not damaged in the storm, are asking exorbitant prices for the hire of their craft. In one instance the police had to pay \$180 for the use of a launch for a day, and then they had to accept responsibility for the safety of the launch. Coolies, too, are making money, probably faster than they ever did before. Gangs of them are required to help remove the dead, and these at Kowloon have refused to work under \$3 a day.

EFFECTS AT CANTON.

The *Canton Daily News* informs us that the steamer "Loong-shan", for Macao, had to put back to Canton yesterday; that the only arrivals from Hongkong were the "Hankow", the "Paul Beau" and the "Yingking"; that outgoing cargo is being delayed for want of boats; and that Mr. Consul-General Mansfield had opened a subscription for the Hongkong sufferers.

ANOTHER TYPHOON WARNING

The American Consul has received the following:—Manila Observatory, 10 o'clock a.m. September 21st. New Cyclone in the Pacific, East of North Visayas.

As the plague season may now be safely considered at an end, the authorities have quoted the total number of deaths, namely 833.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held on the 20th instant in the Council Chamber at 2.30 p.m.

PRESENT:—

HIS EXCELLENCY THE GOVERNOR, SIR MATTHEW NATHAN, K.C.M.G.

Hon. COLONEL DARLING, R.E. (Officer Commanding the Troops).

Hon. Mr. T. SERCOMBE SMITH (Colonial Secretary).

Hon. Sir H. S. BERKELEY, K.C. (Attorney-General).

Hon. Mr. A. M. THOMSON (Colonial Treasurer).

Hon. Captain L. A. W. BARNES-LAWRENCE, R.N. (Harbour Master).

Hon. Mr. W. CHATHAM (Director of Public Works).

Hon. Mr. F. J. BADELEY (Captain-Superintendent of Police).

Hon. Dr. HO KAI, M.B., C.M., C.M.G.

Hon. Mr. WEI YUK.

Hon. Mr. E. A. HEWETT.

Hon. Mr. W. J. GRESSON.

MINUTES.

The minutes of the previous meeting were read and confirmed.

HIS EXCELLENCY said—Arising out of the minutes there is a point with regard to which I have been asked to make an explanation to the Council. It may have appeared from the debate on the second reading of the Bill to amend the Code of Civil Procedure that the legal profession had not been consulted by His Honour the Chief Justice when drafting the Bill. I know from personal knowledge that they were generally consulted, and I have been given to understand that they concurred generally in the scope and provisions of the Bill.

THE TYPHOON: RELIEF MEASURES AND EXPRESSIONS OF SYMPATHY.

HIS EXCELLENCY—Gentlemen: Hongkong has just suffered from a catastrophe as calamitous if not more so than any which has previously befallen the Colony. The loss of life and property between the hours of nine and eleven on Tuesday morning are, as far as can be at present judged, greater than those incurred in the great typhoon of 1874. None of us are likely to forget the scenes of that morning. First of all we saw, when the typhoon gun was fired about nine o'clock, crowds of helpless shipping drifting to the east before the wind. Then the whole scene was wiped out by the blown sheets of rain, and an hour later, the atmosphere being again clear, we saw the junk and small craft had disappeared and that many of the large ships were aground or in distress. What had happened to the Chinese boats was evidenced by the appalling scenes of desolation along the Praya and the Kowloon shore. I need not, however, dwell on scenes nor recount the losses that were witnessed and are known to all of us. It has been suggested in the Press that much of the loss of life and property would have been avoided if the Observatory had given earlier notice of the approach of the typhoon, and that such earlier notice should have been possible. I see no grounds for believing this possibility, but it is due to the public, and also to the Director of the Observatory that an inquiry should be held into it. I have accordingly asked the Commodore to detail a senior officer of the Royal Navy to preside over a small committee of which I propose that the other members should consist of a master mariner, to be nominated by the Chamber of Commerce, and of the manager of the Eastern Extension Telegraph Company, if he will be good enough to serve. A bright feature in the gloomy picture of this great calamity has been many acts of heroism and of duty performed in saving life by civilians, police and sailors. I shall cause an inquiry to be made into these so that they may be duly recorded and recognised. The Harbour Department, which was fortunate in keeping all its vessels, has done, I am sure, the utmost with them, and will continue the work of clearing the harbour of debris as rapidly as possible. The Tung Wa Hospital had its launches out saving lives as long as it could be hoped that there were any left to be saved, and

has afforded and is affording shelter to the many Chinese left destitute by the loss of their floating habitations. The Commodore readily met my request to send out all craft that were left to him and were not themselves damaged to pick up any persons that might be found clinging to wreckage outside the harbour. Unfortunately the new typhoon, signalled about six o'clock last night, brought an end to the period during which it could be hoped to save such persons. Two torpedo boat destroyers that were out on this duty last night were, I am glad to say, able to regain the harbour this morning. The Commander of the United States vessel "Callao" volunteered to co-operate with our own Naval Authorities, and his offer was gladly accepted. The Military Authorities kindly let me have 150 men yesterday to clear wreckage which it was thought might cover bodies, and my hon. and gallant friend on my right has been good enough to promise me other working parties to clear wharves at present so blocked as to prevent the business of loading and unloading ships proceeding (applause). We have now to consider what steps should be taken to afford relief to the large number of Chinese who have lost their homes and properties. The majority have, unfortunately, also lost their lives, and so are beyond relief. The Chinese charitable institutions are, I understand, looking after the immediate needs of those who are left destitute. But some more permanent assistance is required, and for this I propose that a public subscription should be started. I consulted yesterday morning the directors of the Tung Wa Hospital, the Po Leung Kok and the District Watch Committees in this matter, and they agreed to start at once raising a charitable fund. They agreed also that Dr. Ho Kai, Mr. Wei Yuk, Mr. Fung Wa-chun, Mr. Lau Chu-pak and Mr. Fang Chi-ngong (Chairman of Tung Wa directors) should represent them on a general committee, to which I propose to appoint also Sir Paul Chater, Mr. E. A. Hewett, Mr. W. J. Gresson, Capt. Barnes-Lawrence, the Registrar-General and Mr. H. E. R. Hunter, if they will kindly consent to serve. I will ask Mr. Hunter to act also as treasurer to the committee and to receive a donation of \$500 from myself and \$100 from the Colonial Secretary. I propose that this Council should vote to the fund a sum equal to that obtained from private subscriptions. As regards further assistance from the Government, I should like the committee to consider whether any scheme by which the Government would lend money on security, but without interest, for the building of native craft which would be helpful to junk-owners and not unduly onerous on the Government could be devised. They must bear in mind that the Government's losses have been heavy, and it would be ineffectual for Government to grant money with one hand and take it away by additional taxation with the other. In many cases of loss of life all that we can give is, from the nature of the case, our sympathy. The Colony will, I am sure, grieve that a French torpedo-boat destroyer should have been lost while enjoying the hospitality of our port, and that this loss should have been accompanied by that of five brave sailors. I took it upon myself to express sympathy to Admiral Richard, the French Commander-in-Chief in the Far East, and have received a telegram in reply saying how deeply this expression had touched the whole French Far Eastern fleet. The Council will forgive me if I now refer for a moment to a personal as well as a public loss. I fear that there are no grounds for hope that we shall ever see again Bishop Hoare. He was a man we all respected, and those among us who knew him well loved him well. I am sure that the Council and the public sympathize deeply with his bereaved wife and children. The Colony in its turn has received sympathy which it will value. Sir Henry Blake has telegraphed from Kandy:—

"I desire to express deep sympathy with the people of Hongkong in the serious calamity repeating the disaster of 1900."

The Governor of Macao has telegraphed:—

"Je prie que votre Excellence veuille bien accepter l'expression de notre sympathie et sincères condoléances par la catastrophe qui a touché Hongkong".

The Secretary of State has telegraphed:—

"Your telegram of 18th September received with great regret. I especially deplore the great loss of life which the storm has caused. I shall be glad to learn further particulars and full details by post of the measures taken for the relief of sufferers. I would wish you to express on behalf of His Majesty's Government their sympathy with the community of Hongkong at this great disaster."

Lord Elgin has also sent the following message, which I shall ask you to receive standing:—

"I am commanded by His Majesty the King to express the deep regret with which His Majesty has learned of the great calamity which has befallen the Colony of Hongkong. His Majesty grieved to read of the immense loss of life among the Chinese population which your telegram reports. I am to convey through you an expression of His Majesty's sympathy with the immediate sufferers and with the whole community."

I propose that the King's message should be placarded in the town in English and Chinese, and I ask you to approve of the following replies which I suggest should be sent in reply to the telegrams I have read to you:—

To Sir Henry Blake I propose to telegraph:—

"The Legislative Council on behalf of the people of Hongkong express their gratitude for your sympathetic message."

To the Governor of Macao I propose to telegraph:—

"La Colonie représentée par le Conseil Législatif vous remercie cordialement pour votre dépêche si sympathique."

To the Secretary of State I propose to telegraph:—

"Legislative Council of Hongkong express their heartfelt thanks for the sympathy of His Majesty's Government on the disastrous effects of the storm of September 18th. The Council, Chinese Charitable Institutions, European firms and residents will do what is in their power to relieve the distressed."

In reply to His Majesty's message I propose to say—"Please convey to His Majesty the King this humble expression of the great appreciation of the Colony of Hongkong, represented by its Legislative Council, for His Most Gracious Majesty's sympathy for the catastrophe which has befallen the Colony, and inform His Majesty that his people here respond with feelings of deepest loyalty to his loving care of them in this their distress" (applause).

In conclusion, I would say that I am confident that the Colony will bear the trial that has come to it with that characteristic which was looked upon by the ancient Romans as the highest of virtues, and is certainly an attribute of every great people, including both the British and Chinese—I mean equanimity, or the equal mind. Hongkong has had a set-back, but this will, I feel sure, call forth additional energy and earnestness of purpose, so that it will not be long before it will have retrieved its losses and advanced further than ever towards its great commercial and civilising ends. (applause).

Hon. Dr. Ho Kai—Sir, I am sure members of the Council have listened with great interest to the various messages and telegrams sent to us condoling with us in our calamity, notably the gracious message of His Most Gracious Majesty the King, and also those from the Secretary of State, the Governor of Macao and Sir Henry Blake. We all deeply deplore the sad catastrophe, and I am sure, as Your Excellency has just mentioned, that the community will bear its losses of life and property with a resolute equanimity. At the same time it is well that those who are not able to help themselves and those who have suffered should have help from those able to afford it, and I am pleased indeed, Sir, that you have already appointed a relief committee which will at once take measures to relieve the suffering. I am sure every member of that committee will work for the sufferers, and anything which the Government can do in the way of assisting will be, I am sure, appreciated by the whole of the Chinese community. Members of the Council

must also join with Your Excellency in expressing deepest sympathy with Mrs. Hoare in her great loss. The Bishop was a man very much respected by all who knew him and beloved by all who have been privileged to make his acquaintance or claim his friendship. To all those who have suffered losses, especially losses of relations and friends, we extend our sympathy, and I hope that in a very short time, when the committee gets to work, we shall be able to relieve many in distress.

HON. MR. HEWETT—Sir, after the remarks made by the senior unofficial member, very little remains for me to say; but I think, representing the section of the community I have the honour to do in this Chamber, it is only fitting I should refer to some of the points in Your Excellency's remarks. The loss to the Colony is, we all know, unfortunately very great and the loss of life is terrible; but I feel confident that already the Colony is pulling itself together, and that it will not be long before we get the whole of our business in train and that the progress of Hongkong will go on as if comparatively speaking there had been no such check. Your Excellency has referred to the question of appointing a commission to deal with the point raised very generally amongst the public as to whether earlier notice might have been given of the approaching storm by the Observatory and consequently a mitigation brought about of the great disaster which has befallen us. Holding the position I have the honour to do, I have made it my business to make inquiries from certain experts competent to form an opinion, and feel quite confident that the finding of the commission will be that it will exonerate the Director and staff of the Observatory. I trust sincerely that this will be so, and firmly believe that it will. With regard to the relief fund, I am sure Your Excellency's proposal will meet with the most cordial support of the whole community. The committee will no doubt get to work at the earliest possible moment, for we all know that on occasions of this sort there is only one axiom to work upon and that is "Those who give quickly give twice." Your Excellency referred to the possibility of advances being made under certain conditions to former registered owners of cargo boats to enable them to recover themselves. The proposal is a sound one, and will receive the earnest consideration of the committee. It should result in great good to the native shipping population who have suffered so terribly in this disaster. Another point to which I must refer, and I feel justified in doing so, is the sympathetic remarks made by Your Excellency with regard to the loss of Bishop Hoare. I feel confident that I am as well qualified as any one in the Colony to endorse the remarks of Your Excellency and the senior unofficial member. I have had the honour of his friendship for nearly thirty years, and I am sure the community will endorse me when I say that he was an upright and God-fearing man, and that uprightly, sincerely and without fear or favour he carried out the work provided for him by his Master, and in the execution of which he lost his life. We deplore his untimely loss and join in offering our most sincere and respectful sympathy to those left to mourn him. It is satisfactory in the trouble in which we find ourselves to find sympathy from outside. The gracious message of His Majesty I am sure will be received by the whole Colony with grateful affection. The messages from the Secretary of State, the Governor of Macao and Sir Henry Blake all express sympathy which we know is thoroughly sincere. I don't think it is necessary for me to say anything more. I am sure we are all indebted to Your Excellency for the way in which you have dealt with the misfortunes of those who have suffered (applause).

HIS EXCELLENCY—It is necessary to proceed with the business of the day. The Council stands adjourned for the week.

JAPAN'S SYMPATHY

The following message was received from Viscount Hayashi to the Imperial Japanese Consulate in Hongkong:—"Convey my expression of very

sympathy at terrible catastrophe which visited Hongkong."

H.E. the Governor has asked Mr. Kumabe to convey to Viscount Hayashi his sense of thanks for his very kind message of sympathy which will be very much appreciated by the Colony of Hongkong.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on September 18th at the Board Room. The Hon. Dr. F. Clark (president) presided, and there were also present Dr. Pearse, M.O.H., Mr. E. A. Irving, Lieut.-Col. Joslin, Mr. F. Badeley, and Mr. G. A. Woodcock (secretary).

UNOFFICIALS ABSENT.

The PRESIDENT—I understand a number of the unofficial members are unable to be present, so there is some formal business we might clear off.

ABERDEEN PAPER MILL NUISANCE.

Regarding the filling in of the hole in the nullah near the Aberdeen Paper Mill, the Government informed the Sanitary Board that they would fill it in.

Their reply was laid on the table.

SCAVENGING CONTRACTOR AND DREDGING.

The further application from the City Scavenging contractor relative to the hiring of junks in connection with dredging was considered.

Mr. LAU CHU-PAK minuted—If what the contractor says is correct, I think the boatmen should be called upon to refund the money.

The REGISTRAR GENERAL—It seems clear from the minute of the Assistant Director of Public Works that the authorisation was given to the Registrar-General with the consent of the Director of Public Works. Evidently there is a misunderstanding which, no doubt, Mr. Brewin on his return will be able to explain.

Consideration of the matter was deferred.

CHINESE CEMETERIES.

Correspondence was submitted relative to the area of grave spaces in Chinese cemeteries.

The PRESIDENT—With regard to the measurement of graves certain measurements have been in vogue for a number of years, but there is no legal authorisation for them.

Members agreed that a bye-law be submitted regarding measurements.

TO EXPEDITE MATTERS.

Correspondence was laid before members relative to the house drains for Nos. 238 to 248 Queen's Road West.

The PRESIDENT—It is laid down in one of the drainage bye-laws that under certain circumstances the Board may require surface channels instead of underground drains. The question has been raised as to whether this matter ought to come before the Board. Instead of keeping drainage works back for a fortnight it seemed simpler to empower a committee of the Board to deal with such matters. The President then moved that the President and Medical Officers of Health be appointed a committee to consider a proposal with regard to drainage in which surface channels should be substituted for underground drains, with power to approve.

Mr. BADELEY seconded and the motion was carried.

BLACK SMOKE.

A letter was submitted relative to a nuisance caused by the discharge of black smoke from the ground floor of No. 48 Lyndhurst Terrace.

Mr. HOOPER minuted—Has the Board power to deal with such a complaint?

The M.O.H. reported that the chimney from the tea shop was carried well above the roof and the Board not interfere in the matter.

The letter was on the table.

MC LIA" ASHORE.

A telegram dated Shanghai, said

that the steamer *Mongolia*, which was bound to drop Mr. Ward, Commercial Cables Co., is

at Hongkong. The passengers were safely carried and a single passenger is expected to proceed to

Good of the vessel

THE BOXER OUTBREAK IN NORTH SHANSI.

Our recent telegram is confirmed by the following account from the *N.-C. Daily News*, which was a letter from a correspondent at Tsouinhsien:—

The Boxers have been drilling for a long time in the mountains around Tsouinhsien and Sohpingfu (North Shansi) and the Christians and all good people have feared exceedingly.

On August 18, in the afternoon, a considerable number of Boxers entered Tsouinhsien, and suddenly the missionaries had to flee to the yamen, where many Christians followed them. After a little while the Boxers also came to the yamen and asked the Mandarin for food, as also for authority to kill the foreigners, threatening to kill the Mandarin and destroy the yamen if their request were not granted. In the afternoon, of the same day the merchants closed their shops, and all the people were in terror. After the Boxers had been supplied with food, they went to a large temple in the city and took up their quarters there, having decided to kill all the foreigners and native Christians and destroy the Mission premises the next day. In the evening of the same day, August 18, a German Lieutenant arrived on his way from Mongolia to Peking, and he had also to be shut up in the yamen. In all there were six foreigners there, two gentlemen and four ladies. The Chinese officials were very frightened, as were all the other people in the yamen, because of the Boxers. A few soldiers were in the city, but their officers had not come from Tatangfu.

The German officer offered to help the Hsien Mandarin against the Boxers, and this offer was readily accepted. On August 19, early in the morning, between four and five o'clock, the German Lieutenant mustered the little company of Chinese soldiers, and certainly he did inspire them with confidence. Only ten of them had rifles besides himself and his servant. The others had swords and spears. They proceeded to the temple where the Boxers were. Arriving there, their presence was reported quickly to the Boxers by their sentry who was on the lookout. The Boxer leader came out to meet them, and was followed by the whole of his associates. The German officer, who went in front of the Chinese soldiers, through his interpreter, asked the Boxer leader to surrender with his fellow-leaders, telling their followers that they might go; but he answered, "We will kill you, foreign devil." Then the Lieutenant fired a shot over his head, and asked him to draw back; but he swung his sword and came very near to the officer saying, again, "I will kill you, foreign devil." The German Lieutenant thereupon shot him down; but the other Boxers did not fear, and came pressing against the Lieutenant and his soldiers, whereupon he commanded the latter to fire. Eleven Boxers were killed, many were wounded and forty-two were taken prisoners. Several of these men were the chief leaders in the massacre of 1900 in this district.

On my arrival on the same morning I found all the foreigners safely in the yamen and the Chinese Christians too. In the afternoon we all returned to our station and found that the watchmen had done their duty.

I will now mention how the Boxers were dressed. Everyone had a yellow cap and waistband and yellow braid in his queue. In his waistband each had a little yellow flag, on which was written, "Fei Hu Tien Ping" "Flying Tigers Heavenly Soldiers." They had also two large yellow standards. Their weapons were swords, spears, spades, hammers and other things. They called themselves "Huang T'ien Sheng Tao" "Imperial Heaven the Holy Doctrine (or Way)".

The missionaries are all safe and well, and everything is now peaceful. The general from Tatangfu has arrived with troops.

The same journal comments:—Although minor movements have occasionally been reported of late among the Boxers, it was generally supposed that any organized outbreak such as the one contemplated at Tsouinhsien, in which it is asserted that some of the chief leaders in the massacres of 1900

were implicated, was for the time being out of the question. Six years ago the province of Shansi earned an unenviable notoriety as the field of operations of the blood thirsty Yu Hsien. Ten Swedish missionaries associated with the China Inland Mission were killed at Sohpingfu, while in the neighbouring city of Tatangfu six missionaries and five children lost their lives. The mountainous district around Tsouinhsien, as well as many other parts in Shansi, affords excellent shelter for Boxer bands, who apparently carry out with impunity their drill and mystic rites. So long as these ceremonies or exercises merely represent the expression of their peculiar belief, no fault can be found with such indulgence on the part of the Boxers. But the episode at Tsouinhsien shows clearly that there is either a deliberate and dangerous purpose behind them all or at least the permanent possibility of their bringing about a determined breach of the peace. The fact that these Boxers were all dressed in their own particular costume and carried two large yellow standards, while they were armed with swords and spears and various other weapons, indicates that they had organized themselves to some extent and were at no pains to disguise their warlike intentions. It is impossible, therefore, to hold the Chinese authorities of the province of Shansi entirely free from blame, in so far as they had allowed this dangerous organization to carry on their practices, until they were bold enough to march into a town, threaten the Magistrate and announce their intention openly of killing all foreigners on whom they could lay hands. Such official negligence argues either incompetence or connivance, and it is to be hoped that the incident will not be allowed to pass without some investigation on the part of the higher authorities.

As far as the immediate outlook in the district of Sohpingfu is concerned, it is satisfactory to note that, very soon after the Boxers had been disposed of, the General from Tatangfu arrived on the scene with some troops. From this we are, perhaps, justified in assuming that the local authorities had by that time realized the seriousness of the position. It would be well, however, if they took to heart the time-honoured adage that prevention is better than cure. Foreigners are not likely to derive much satisfaction from the knowledge that the authorities have ample machinery at their disposal to suppress risings after they have occurred. They must exercise their ingenuity to render any such rising impossible.

EXTRAORDINARY MURDER.

The *Rangoon Gazette* says:—

A case of murder in most remarkable circumstances was heard by the Arakan Sessions Judge and is reported by the Akyab newspaper. Lu Bwe, jealous of his wife, approached the man on whom his suspicions fastened and induced him and three of his relatives to accompany him to a creek, where he said they might together gather shellfish. In this spot Lu Bwe, in friendly conversation with them, represented that he had particular skill in releasing a man who was tightly bound with rope. He declared his wish to show his skill then and there, and the men, according to the evidence, seem to have permitted him to bind them all at the same time, disposed in two groups separated by about a hundred feet. When the last one was bound and they were in his power, he attacked first his original intended victim decapitating him with his dah. He then decapitated the second man, bound beside the first, and proceeded to the second of the two groups. Here one of the men by his struggles broke loose before Lu Bwe reached him, and escaped to the village. The fourth was cut down as the first two. When the villagers arrived they found the headless bodies, and secured Lu Bwe, who made no attempt to escape, and confessed his action. At the Sessions he was condemned to death. Accustomed as we are in Burma to stories of the dah, this surpasses most of them. It is such an incident as only R. L. S. among English writers could have reproduced in fiction with its proper effect and any semblance of truth.

million at a bound. Amongst the shipping people a celebration to mark this progress of the maritime trade of the country is mooted similar to the 5,000 mile railway commemoration recently celebrated. It is true, says the Tokyo journal, that the tonnage of Japanese merchant ships has almost been doubled during the war, either by building, purchase, or capture, and this is no doubt a remarkable expansion. This progress of shipping, however, cannot be viewed in the same light as that of the railway. The fact is that whereas the further progress of the latter is assured, it is open to doubt whether Japan will be able to maintain the present tonnage of her mercantile marines.

The sudden increase of ships has resulted in a great falling-off in freight, and ship-owners, with the exception of such companies as the Nippon Yusen Kaisha, Toyo Kisen Kaisha, and the Osaka Shosen Kaisha, which are liberally subsidised by the Government, are suffering severely from the effect. It is quite possible that the keener the competition grows the greater will be the decline in freight. And, to make matters worse, the *Jiji* points out, that neighbouring waters have begun to be invaded by foreign rivals. The East Asia Steamship Co. of Russia, for instance, under the liberal support of the Government, has opened a regular line with Vladivostok as a base, to various ports of Japan, Korea, and China, while, according to late intelligence, the Pac Mail Steamship Co., of America, proposes to establish a regular trade route between Vladivostok and Shanghai via Tsuruga and Nagasaki. Even at the present time very keen competition is going on between the N.Y. and Messrs. Butterfield & Swire on the Yokohama-Shanghai line, and there is little doubt that similar instances will be numerous in the future.

In view of these circumstances a project for the establishment of a shipping combine by an amalgamation amongst the smaller ship-owners has been in contemplation for some time past, but the proposal has so far made but tardy progress. Such a combine, urges the *Siji*, is really necessary in order to place the country carrying trade on a firmer basis. The project is brought forward for the interest of the country as well as those immediately concerned.

VICEROY SHUM AND HIS
SUCCESSOR.

We extract the following from some comments in the *N.C. Daily News* :—

The fatal lack of such personal endowments [broad mind, moral strength, and knowledge of foreigners] has made disastrous the administration, begun three years ago with such hopes, of Viceroy Tsên at Canton. In the west Viceroy Tsên earned a reputation for firmness of rule which failed of fulfilment when put to the larger test at Canton. His statesmanship has been found to consist of a blind opposition to foreign influences; his courage and energy, which were expected to make short work of the troublesome rebellion in the Southwest, resolved themselves into spasmodic ruthlessness not free from a crude barbarity, and his want of business acumen has been revealed in the mismanagement of the affairs of the Canton-Hankow Railway. In Yunnan and Kuichow to which he has been relegated Viceroy Tsên will find himself amid more congenial surroundings and, it may be, will recover some of his lost reputation, for his natural abilities have never been questioned. It is not without significance that his sons are being educated abroad. Viceroy Chou Fu succeeds him at Canton with the advantage of having already had close business relations with foreigners first at Chinanfu, Governor of Shantung, where he won the sympathies of the Germans, and at Peking, where, under the disability already referred to, he was not altogether happy.

We understand the French Government is establishing a vice consulate at Suva in a few months. Monsieur E. Point will

H. M. S. "TERRIBLE'S" MISSION.

H. M. S. *Terrible* is not expected to stay at Hongkong more than a week. She left England on July 25th, soon after her return from India, and has been conveying a Commission on a visit to various Far Eastern stations to inspect and report upon "the armaments of Colonial ports." She visited St. Vincent, Sierra Leone, Ascension, St. Helena, Simonstown (South Africa) Mauritius, and Singapore.

The Commission is composed as follows: Major General Sir John Fletcher Owen, K. C. B., R. A., Col. Richard Francis Johnson, C. B., C.M.G., R.A., Major William Thomas Turse, D.S.O., R.A., Lt. Col. Horatio Norris Dumbleton, R.E., (who is well known in the Far East, having commanded the Engineers in Hongkong about seven or eight years ago), Major Morris A. Hankey, R.M.A., formerly of the Naval Intelligence Department. Capt. G.A. Bizard, and Lieut. F.E. Seymour.

JAPANESE SHIPPING TRUST.

OUR COMPETITORS FEEL THE PINCH.

Shipping men will be interested to know that the preliminary arrangements for the formation of a new Japanese steamship company by members of the Steamship Owners' Association are making steady progress. According to the Tokyo *Nichi-Nichi* over a hundred steamers, of an aggregate tonnage of 250,000, have already been included in the new company's list. It is proposed to put half the total number of ships under the company's control on regular services, 30 per cent. kept in reserve, and the remaining 20 per cent. to be available for charter to Chinese merchants and others. The regular routes proposed to be established are from Kobe to Java, Changkiang, India, Australia, Tsingtao, and Peru; between Kyushu and Manila, Changkiang and Canton, Hongkong and Java, Chefoo and Vladivostok, and 26 other lines. The steamers held in reserve are to be dispatched to any port where bottoms are wanted. The estimate of profit for this concern has been based upon the present unsatisfactory conditions in the shipping world, and is therefore considered reliable, as the shipping business is likely to improve. The final result of these preliminary inquiries and the above-mentioned arrangements are shortly to be submitted to a joint meeting of leading members of the Shipowners' Association in Tokyo and Osaka.

The *Tiji Shimpō* has an article in which it advocates the advisability of an amalgamation amongst the small ship-owners. Japan's mercantile fleet, the total tonnage of which was 650,000 before the

Attorney-General, J. H. Berkeley, instructed by Mr. G. E. Morrell (of the Crown Solicitor's office) prosecuted, prisoner, who pleaded not guilty, being undefended

INTERPORT CRICKET.

THE TEAM FOR SHANGHAI.
The Cricket Eleven to visit Shanghai was selected on September 19th. It is said to be as follows:—

R. Hancock, W. C. D. Turner, T. E. Pearce, H. Arthur, H. W. Woodward, H. Smith, R. E. O. Bird, C. H. Mackay, W. H. Powell, Walter Dixon and H. E. Stanger-Leathes.
Messrs. A. R. Lowe, G. Grimble and T. C. Gray will also accompany the team.

THE HONGKONG FOOTBALL CLUB.

The twentieth annual report of the committee, for the season ended 31st August, 1906, to be presented to the general meeting of members on 24th September, includes the following information:—

Forty new members have been added to the list of membership since the last report.

During the season fourteen Rugby and thirty Association Matches were played, the results of which are shown in the following statement:—
Rugby won 12; lost 2; points for 163; points against 71; Association won 8; lost 4; drawn 6; goals for 13; goals against 19; Association "A" won 6; lost 4; drawn 2; goals for 12; goals against 14.

The Six-a-side Challenge Cup, for which six teams competed, was won by Mr. P. K. Kuyvet's team.

In the Association Shield Competition, for which eleven teams entered, the Club drew a bye in the first round, in the second round beat the Army Staff by three goals to one, in the final beat the Y. M. C. A. by three goals to two, but were beaten in the final by the M.S. Diadem by two goals to nil.

For good play during the season Rugby Caps were awarded to Messrs. A. O. Lang, A. R. Unay, E. E. F. C. Hall, and R. M. Ranking, M.C., and Association Badges to Messrs. G. Morrell and E. Humphreys.

The twelfth Annual Dinner at the Hongkong Hotel on 21st April, was attended by 30 members. The Treasurer's accounts show a balance of £6.14 to the credit of the Club and a deficit of £65.80 on the working of the Hongkong Football Challenge Shield.

The Club now consists of 322 members.

CIVIL SERVICE CRICKET CLUB.

The report of the committee and statement of accounts for 1905-6 to be submitted to the annual meeting, on Friday, is an interesting record of the year's work. It states:

Cricket.—The Club played 18 matches, 11 were drawn. The second innings were won 6 and lost 6. Mr. R. L. E. Brett, an average of 17 runs for 15, again won the prize for the best batting. Hon. Dr. Atkinson's cup for the best analysis in League matches was won by Mr. H. T. Jackman's prize for the best bowling analysis in all League matches. Mr. H. T. Jackman's prize for the best fielding was won by Mr. P. T. Lamble. Mr. Kelly secured the batting prize in the "A" Team matches with an average of 13. Hoggarth came out with the best bowling analysis in the "A" Team, 23 wickets at 7 per wicket.

Tennis.—The much delayed doubles were played off and resulted in a win for Messrs. Larn and Cooper.

Lawn Bowls.—Third competition singles, resulted as follows:—1st Prize, Mr. L. E. Brett; 2nd, Mr. A. Carter. Fourth competition handicap.—1st, Mr. A. Blowey receive 3 shots, 2nd Mr. R. Hudson receive 5 shots. Fifth competition full rinks won by team Messrs. C. W. Brett, W. Gast, R. Duncan and M. McIver (skip). Sixth competition singles—1, Mr. I. A. Wheel; 2, Mr. R. Duncan; 3, Mr. C. H. Parkinson. We have played three matches this season against Kowloon, two of which we won on our own ground and lost the one played on the Kowloon Ground. These games are looked forward to by both Clubs with great interest and are always keenly contested.

The members of the club were at home to their friends on Whit Monday and a most enjoyable afternoon was spent. A programme of sports was gone through and the Band of the Royal West Kents played during the afternoon. His Excellency the Governor honoured us with his presence for a part of the afternoon. Francis Clark presented the prizes won at the season's end and also those won for cricket, bowls, and tennis.

The tennis and bowls courts have been improved during the year. The membership increased from 96 to 113. Thanks to Messrs. Howell and Blowey for their efforts and to Mr. Hoggarth for

In conclusion the secretary, Mr. L. E. Brett, writes.—This report is the last, I shall have the honour to place before the members, but before closing I must add that I have been very fortunate in being associated with keen and considerate committees during my three years of office, to whom I tender my warmest thanks. Although I am giving up the Secretaryship I wish to state that my interests in the welfare of the Club will be as great as ever.

The accounts show a balance of \$376.97.

KULANGSU (AMOY) MUNICIPAL COUNCIL.

Minutes of a meeting of the Kulangsu Municipal Council, held at the Board Room Kulangsu, Amoy, on the 28th August, 1906.

PRESENT: Messrs. Marshall (Chairman), C.A.V. Bowra, A. F. Gardiner, I. Takatsuki, W. H. Wallace and the Secretary.

I. The minutes of the last meeting were read and confirmed.

II. The Secretary was authorized to purchase two fire ladders, one dozen canvas buckets and a canvas stretcher.

III. The Secretary is directed to notify that the Council have decided that although all Licenses expire on the 31st December, the full amount for such Licenses must be paid, no matter what time of the year they are taken out.

IV. The Report of the Sanitary Inspector concerning the steps he took to disinfect the premises occupied by a plague patient is read.

V. The Secretary is directed to draw up a notice, for the approval of the Watch Committee, as to the conduct of persons visiting the sea front and beach at Chambe.

VI. A letter is read complaining about drain at Sin Lo Thaw Jetty, and the Secretary is directed to inform the complainant that the drain in question will, as far as is possible, be put in a state of repair.

VII. Mr. Wallace brought up the subject of the New Pavilion for Tennis Ground. It was decided to let the matter stand over until the next meeting, in the meantime the Secretary is to forward the plan and estimate to all members of the Council.

(Sd.) FRED. B. MARSHALL,
Chairman.

By Order,

C. BERKELEY MITCHELL,
Secretary.

14th September, 1906.

A TRESPASS ORDINANCE WAITED.

Hongkong Ordinances, like others, have been found to possess loopholes of escape through which offenders have frequently passed and avoided punishment. An instance was referred to by Mr. F. A. Hazeland at the Police Court on Sept. 15th when Mr. Rennie, manager of the Flour Milling Co. at Junk Bay, charged two natives with trespassing on his property. The trespass was admitted, and it was also proved that there was a warning posted on the land stating that "Trespassers will be prosecuted."

Notwithstanding these facts His Worship pointed out that he would have to discharge the defendants, as there was no law for dealing with trespassers on private property in the Colony. Then he informed the inspector in charge of the case to tell Mr. Rennie he could not trespassers off his property, but in so doing must not use "unnecessary" violence. The defendants, when being discharged, were warned that there would probably be trouble if they trespassed again.

From these facts it would appear that the public may, regardless of such notices as "Trespassers will be prosecuted," trespass on private properties and practically be immune, for much vexatious litigation seems possible with such a stipulation as that against "unnecessary violence." But we suggest that the case is not so hopeless as all that. It might be met by altering the charge to one of wilful damage. Trespass in defiance of a notice board would indicate wilfulness, and the owner would declare that the trespasser had trodden down grass valued at twenty cents, or some other small amount. This is the procedure adopted in some parts of England, in the case of grazing land, where everybody understands that no real trespass has been done, apart from that to

YELLOW FEVER.

HONGKONG'S PRECAUTIONS.

In the *Gazette* is published a despatch from the Secretary of State inclosing copies of a pamphlet on the "Prevention of Yellow Fever" by Professor R. Boyce of Liverpool University.

The Hon Dr. Clark in a minute writes:

Yellow fever has not hitherto been met with in this Colony. The climatic conditions are favourable. The *Stegomyia fasciata* has not been found here but the *Stegomyia satellaris*, which is merely a variety of the same species, is wide spread throughout the Colony. Arguing from the analogy of malaria, which may be conveyed by any variety of anopheles, we may assume that if yellow fever was introduced here it would spread readily. The anti-malarial measures which are now being taken by the Government tend also to reduce the number of mosquitoes generally (including the *Stegomyia*) and so reduce the liability of the spread of yellow fever, should it be introduced. I believe we have at present no line of steamers trading direct to yellow fever infected ports. Sir Patrick Manson has pointed out, the opening of the Panama Canal will almost certainly lead to the introduction of the infection of yellow fever into Asia, and it behoves us therefore to keep down the number of mosquitoes as much as possible, so that when this great work is completed we shall not be caught unawares.

SORRY TO LOSE VICEROY SHUM.

When it became known that Viceroy Shum was transferred to Yunnan, the directors of the charitable institutions, the directors of the Canton-Hankow Railway company, and a large number of leading merchants, held a meeting to discuss the question of asking the Peking Government to allow H. E. Shum to remain in Canton. It was unanimously agreed to send a telegram to the Board of Commerce stating that with regard to the Imperial Edict appointing I. E. Shum to be Viceroy of Yunnan and Kweichow, the people of Kwangtung especially the merchants are deeply grieved for since the arrival of H. E. Shum at Canton, he has exerted his utmost power to root out the robbers and depending upon him the people can live happily, though Kwangtung is a well-known province where robbers and pirates are more active and violent. Through his energy and ability the Canton Hankow Railway has been redeemed and depending upon his honesty and justice the people purchased shares of the railway freely and the first allotment of shares had been fully paid in a remarkably short time. As the time of payment of the second and third allotments of shares will soon arrive, it is exceedingly difficult to induce the people to pay up their shares, if H. E. Shum is away, for the people do not place so much confidence in any other official. They earnestly ask the directors of the Board of Commerce to memorialize Their Majesties to this effect on their behalf—
Chung Ngai San Po.

ARTS AND CRAFTS EXHIBITION.

A most generous offer has been received by Sir Henry Berkeley Kt., K.C., Chairman of the Arts and Crafts Committee, from one of the members of the Committee who has asked the acceptance of 10 gold and 100 Silver Medals by the Exhibition Committee to be awarded to successful competitors.

It will be remembered that the Secretary Captain Marchant, particularly mentioned in the general arrangement of exhibition that no prizes would be awarded. This statement must now be amended since prizes of Medals will be upon a very generous scale in proportion to the number of exhibitors. That the thanks of the Community and Committee are due to the generous donor goes without saying and it is hoped that this gentleman will give permission to publish his name as an example of how good are the feelings of all classes and nations in this Colony.

It is certain that such an offer will do much to encourage exhibitors in the first exhibition of Arts and Crafts in Hongkong.

REVIEW.

Historical Geography of the British Colonies.
Oxford: Clarendon Press.

This is a second edition of a work by C. P. Lucas, O.B., but as it has been revised and brought up to date by R. E. Stubbs, B.A., (a name of some literary distinction at Oxford), it is doubtful how much of the original work remains. The growth and expansion of the British Empire having been such as to make any but the most recent geographical work out of date, the necessity for this revised edition is at once apparent, and the author is to be congratulated on having produced a volume which will do much to create a deeper interest on the part of those at home, in the empire beyond the seas. While one must agree with Kipling when he wrote "What do they know of England, who only England know," it has to be admitted that the study of a production like the one under notice will do much to correct the point of view of those whose outlook does not extend beyond the British Isles and to place these distant portions of our empire in a proper perspective. It is surprising what notions are held by people at home regarding the places on the map "marked red," and that being so, one realises what a value should attach to this historical geography.

Volume I, deals only with the Mediterranean and Eastern colonies. India is omitted as not falling within its scope. Accepting the author's arrangement, which is on the whole very convenient, the reader is bound to be struck with the manner in which he treats the subject. With an excellent survey of the colonies in Europe and in Asia, he is able to deal with each according to its value, while his well-written historical sketches and descriptions of the varying features of each place make the book extremely readable and remove it very considerably from the rank of old style scholastic text books. It is comprehensive and reliable and no one can read it without finding therein food for thought.

We are bound to agree with the author that none of the dependencies mentioned is a Colony in the true sense of the word, i.e. a place beyond the seas which has been made a home for the British people, and we are also bound to agree that Britain has been exceedingly fortunate in obtaining possessions, such as those in the Mediterranean and in the Red Seas, which would have been of comparatively little worth had the whole aspect of affairs not been changed by the opening of the Suez Canal. An interesting parallel between the dependencies in Europe and in Asia is pointed out by the author. They were all obtained by conquest or by treaty, not by simple settlement, while those in Asia have a further point in common, that in practically every case the possession of an island near the mainland or of a peninsula has meant sooner or later the extension of British influence over the neighbouring or opposite coast. "Thus the occupation of Aden has led to an extension of our influence not only on the Arabian coast, but also over the Somali coast across the Straits of Babel-Mandel; Hongkong has absorbed a considerable extent of territory on the mainland of China; the possession of Labuan has resulted in a British protectorate over all that part of Borneo which was not already in Dutch hands; the control by Great Britain of the Southern part of the Malay peninsula has followed from the existence of the British Colony of the Straits Settlements; and lastly, the leased territory of Weihaiwei includes, in addition to the island of Linking, a strip of mainland, surrounded by a larger area in which Great Britain has been recognised to possess special rights."

Referring particularly to the chapter on Hongkong, which we are in a better position to criticise, we must admit that the author is exceedingly well informed, even the discovery of iron, and the Kowloon railway project being chronicled. He regards the enormous growth of the Chinese population here "as a proof of the confidence felt in British administration by one of the most conservative of Eastern races," but he seems to be in doubt as to whether Hongkong should be described as healthy or unhealthy for Europeans. Figures recently quoted might seem to show that the reputation which the colony once had is now undeserved.

There can be little doubt that Europeans living a rational course of life have less to fear on the ground of unhealthiness than they once had; but at the best Hongkong can never be a health resort.

It should be added that the value of this book is enhanced by a number of good maps.

TROOPS TO CANTON.

NEW VICEROY AGAINST PIRATES.

The well-informed writer of "Notes on Native Affairs" in our Shanghai contemporary has the following reference to the recent viceregal changes:—

Just before the commencement of the present year, when the gentry and merchants of Canton who were shareholders in the Canton-Hankow (Yueh-Han) Railway began an organised resistance against the pretensions of Viceroy Tsên Ch'un-hsuen and his subordinates to control the Railway without reference to the Board elected by the shareholders, a report was circulated that His Excellency would be removed to another Viceroyalty, preferably the Min-Che provinces. The prompt circulation of such a report showed that the gentry and merchants of the Kuang provinces had influence enough and support to make a successful stand against such a powerful official as Viceroy Tsên who nominally controlled the lives and fortunes of the people he ruled in Kwangtung and Kwangsi. As a matter of fact while the members of the mandarin clique in the war between themselves and the gentry and merchants of the Two Kuangs, representing the shareholders of the Kuangtung portion of the Yueh-Han Railway, were headed by Viceroy Tsên, the Kuangtung shareholders also had a Viceregal leader in H. E. Hsu Yingkuei, ex-Viceroy of the Min-Che provinces and at one time also President of the Board of Rites in Peking. While the shareholders accused the mandarin clique of arrogance, contempt of the principles of justice and right, and acting in all things ultra vires, Viceroy Tsên Ch'un-hsuen charged his opponents with rebellion against the constituted authorities in their organised opposition to his orders relating to the control of the Railway. The members of the Peking Government becoming bewildered at these charges and counter-charges, arrived at last at the opinion that the best way to settle matters would be to transfer Viceroy Tsên Ch'un-hsuen to some other province. The Government apparently did not wish to act hurriedly and it was understood in mandarin circles that the return of H. E. Tuan Fang from his mission abroad would have to be awaited before any decided changes would be made amongst the Viceroys. We published lately a dispatch from our Peking correspondent that Viceroy Ting Chen-to of the Yün-Kuei provinces had already twice asked leave of the Throne to be allowed to resign, but that the request had not been granted. We, however, stated that in all probability a place was now open for the transfer of Viceroy Tsên Ch'un-hsuen, and that if Ting Chên-to still persisted in his wish to leave the Yün-kuei provinces that post would be given to Tsên Ch'un-hsuen, a prognostication which has turned out correct. We have a notion, however, that the transference of Viceroy Ting Chên-to to Foochow is not much to His Excellency's liking, for his application to resign the Yün-kuei Viceroyalty showed the desire to avoid further dealings with the French. Foochow Dockyard and Arsenal are in the hands of a French Superintendent and a corps of French artisans. The Arsenal being under the control of the Viceroy would bring H. E. Ting Chên-to again into contact with the nationality he is credited with being anxious to avoid. Viceroy Chou Fu's transference to Canton will, however be of great advantage not only to the shareholders of the Yueh-Han Railway with whose views he is said to coincide, but it is certain that the piracies that are prevailing in Kuangtung will receive a decided set-back as his Excellency will be sure to be more energetic and earnest in the work of suppressing brigandage and piracies than his predecessor ever was. Moreover we understand that His Excellency with the above in view, intends to take down to Canton with him some 5,000 or so of his foreign-modelled troops.

THE SHANGHAI OIL CO., LD.

The first general meeting of the Shanghai Oil Co., Ltd., was held on September 11th, Mr. A. R. Murphine presiding. There were also present Messrs. J. B. Walsh, Hurlemann, A. B. Roseneld, Char Lai-fong, H. Browett (Legal Adviser) Moritz Koppel (General Manager) and proxies, total shares represented being 1,650.

Mr. Koppel having read the notice convening the meeting,

The Chairman said that the meeting was called in order to comply with the provisions of the Hongkong Companies' Ordinances. He thought he should put before the meeting what had been done since the formation of the Company. They had purchased a little over twelve mow of land at Jessfield at a very favourable rate. They expected to have to pay about Tls. 1,000 per mow for this land, but fortunately they were able to get it for Tls. 590 per mow. The contract for building had been let, the foundation completed and the walls were going up, so that it was expected to complete the building in two and a half months. The machinery had already been purchased and was expected to arrive in six weeks' time together with a competent fitter to take charge of it. So far the work had been pushed on as rapidly as possible and everything was progressing very favourably indeed. In conclusion the Chairman invited questions from the shareholders.

There being no questions, the meeting concluded.

KIANGPEI CONCESSIONS, LD.

CHINESE OBSTRUCTION.

An extraordinary general meeting of the shareholders of the Kiangpei Concessions Limited was held at Shanghai on Sept. 11th for the purpose of considering a resolution to change the name of the Company. The shareholders were present: Messrs. Pearce (chairman) W. Carter, Ching Ping Ur, Wong Kai-zur, J. H. T. (Company's Solicitor), J. E. Bingham (Secretary) together with proxies representing all 2165 shares.

The Secretary having read the notice convening the meeting. The Chairman said:—This extraordinary meeting is convened, as the resolution just read informed you, to alter the name of the Company from the Kiangpei Concessions Limited to that of the Kiangpei Ting Coal and Iron Mining Company Limited. The change of name is merely a matter of form in order to fall in with the wishes of the Chinese Authorities in Szechuan, who have taken objection to the word Concession in the original title of the Company. I might here mention that the word Concession was used in the first instance for the sake of brevity and with no idea whatever of any far-reaching object such as it would appear is anticipated by the Chinese. The Chinese officials refusing to grant us the necessary permission to work until the change of name has been effected, your directors have therefore no option but to come before you to-day and ask for your sanction to alter the name of the Company in the legal form as is required by the Hongkong Ordinances. With these few words, therefore, I beg to propose in accordance with the resolution now before the meeting.

"That the name of the Company be changed to The Kiangpei Ting Coal & Iron Mining Company Limited."

Mr. W. Carter seconded the resolution, which on being put to the meeting was carried unanimously.

The Chairman informed the shareholders that the confirmatory meeting would be held at the same place and hour on Thursday September 27, 1906. He thanked those present for their attendance and the meeting terminated.

According to a Peking dispatch the question of abolishing the queue and the change of costume into the Western style has not been touched upon at all during the deliberations of the Royal Commission under the Presidency of Prince Chun. The discussion of this has therefore been adjourned sine die and will not come up until some important crisis occurs in the future.

COMMERCIAL.

TEA.

HANKOW, 12th Sept., 1906.—Business reported since the 5th inst. is as under:—

	1906.	1905.
Settlements	1-Chests.	1-Chests.
Shipments to Shanghai on Native account	8,000	—

The following are statistics at date compared with the corresponding circular of last season, viz. 13th September, 1905.

	1906.	1905.
HANKOW TEA. 1-Chests.	376,910	435,191
Settlements	—	—
Shipments to Shanghai on Native account	45,235	11,323
Stock	38,072	42,072

Arrivals...	460,217	489,276
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	1906.	1905.
KIUKIANG TEA. 1-Chests.	158,018	177,560
Settlements	—	—
Shipments to Shanghai on Native account	10,652	3,404
Stock	2,527	6,695

Arrivals...	171,197	187,659
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SILK.

CANTON, 8th September, 1906.—Fifth Crop.—It is difficult at present to ascertain any exact cipher for this crop, owing to the very changeable weather. Silk Market.—Last month's enquiry continued unabated during the first part of the fortnight, though local values and exchange were going up. Frs. 9/11 and 10/12 have especially attention from European buyers but they are still very scarce. At the close the market is quiet. Canton purchases have been made for a few days on a basis of \$870 (\$840) for Extra Extra or market. Has risen in sympathy with the market. There are very few buyers in the market, but the tone in country is rather where native speculators continue to open. Stock of silk in Canton: 404 bales.

OPIUM.

HONGKONG, 17th September, 1906.—Since the 6th instant the movements in our various Opium markets have been as follows:—

	Malwa.	Patna.	Benares.	Persian.
Stocks as per circular of 6th September, 1906	1,373	1,922	986	1,804
Sept. 6th Imports per A. Apeur	355	175	—	—
" 8th " " Deubighahie	—	33	—	—
" 13th " " Kut Sang	275	137	—	—
	1,373	2,622	1,401	1,804
Less Exports to Shanghai	46	190	180	—
Less Exports to East and West Coast Ports including Local Consumption for the fortnight...	166	485	266	—

Estimated Stocks this day .. 1,161 1,937 1,161 1,583

Bengal.—During the latter part of the fortnight business has been done on a fairly large scale in sympathy with Shanghai. Prices, after declining to \$915 and \$840 for Old Patna and Benares, \$900 and \$840 for New Patna and Benares, recovered to \$920 and \$845 for Old Patna and Benares, \$922 and \$860 for New Patna and Benares. Business in New Bengal to arrive has been done at \$915 and \$860.

Malwa.—About 150 chests changed hands at previous quotations and the market closes quiet.

Quotations are:—

New	\$ 900
2 years old	960
3 " "	1,020
4/5 " "	1,060

Persian.—There is no change to report.

HONGKONG, September 20th

Quotations are:—Allowance net to 1 catty.

Malwa New	\$900	to	—	per picul.
Malwa Old	\$960	to	—	do.
Malwa Older	\$1020	to	—	do.
Malwa Very Old	\$1060	to	—	do.
Persian Fine Quality	\$700	to	—	do.
Persian Extra Fine	\$780	to	—	do.
Patna New	\$910	to	—	per chest.
Patna Old	\$920	to	—	do.
Benares New	\$857	to	—	do.
Benares Old	\$840	to	—	do.

COAL.

Messrs. Hughes and Hough, in their Coal Report of 21st September, state that 9 steamers are expected at Hongkong with a total of 37,550 tons of coal. Since September 8th 8 steamers have arrived with a total of 27,300 tons of coal.

Quotations:—

Cardiff	\$15.00 ex-ship, nominal.
Australian	\$9.50 to \$9.75 ex-ship, quiet.
Yubari Lump	\$12.00 nominal.
Milki Lump	\$12.00 nominal.
Moji Lump	\$7.25 to \$10.00 ex-ship, steady.
Moji unscreened	\$7.00 to \$7.50 ex-ship, steady.
Akaike Lump	\$9.00 to \$9.50 steady.
Bengal	\$9.00 to \$9.75 nominal.

RAW COTTON.

HONGKONG, 21st September.—At a reduction of \$1 small business passed. Stock about 1,000 bales.

Bombay	\$18.00 to \$20.00 per picul.
Bengal (New), Rangoon }	20.00 to 22.00 "
and Dacca	"
Shanghai and Japanese	24.00 to 25.00 "
Tungchow and Ningpo	24.00 to 25.00 "

Reported sales, 80 bags.

YARN.

Mr. P. Eduljee, in his report dated Hongkong, 21st September, says:—Shortly after the departure of last mail a meeting of yarn importers was held at the offices of Messrs. S. J. David and Company, and at the request of Native dealers and Comrades it was decided that no sales of any Indian and Japanese yarn be made to any Chinese or Foreigners here in Hongkong or Coast Ports for a further period of two months commencing from the 17th instant, the dealers on their part binding themselves not to make any purchases from any importing firm whether European, Indian or Japanese during the period. There are, therefore, no sales to report, and in the absence of business quotations must be considered entirely nominal.

Arrivals during the interval amount to 6,411 bales, unsold stock estimated at 90,000, and sold but uncleared yarn in Chinese hands at 60,000 bales.

Local Manufacture:—In sympathy with the Indian article continues without enquiry, the mill working only one or two days in the week.

Japanese Yarn:—No sales.

Raw Cotton:—Is without enquiry, and values are entirely nominal. The only business passing is of a retail character in Bengals of which 72 bales are reported sold at \$19. Stocks: Indian 775 bales, Chinese 245. We quote Indian \$18 to \$21, and Chinese \$20 to \$23.

Exchange on India, after slight fluctuations, closes weak to-day at Rs. 164½ and 164½ respectively. On Shanghai 73½, and on Japan 107½.

The undermentioned business in imported and local spinnings is reported from Shanghai during the fortnight ended the 15th instant, viz:—

Indian:—Market active with large sales at the close at irregular prices, which may be called 1 to 3 taels lower; sales about 12,000 bales; unsold stock 115,000 bales.

Japanese:—In moderate request at easier prices, sales amounting to 3,000 bales on the basis of Tls. 85 to Tls. 91 for No. 16s. and Tls. 99 to Tls. 101 for No. 20s.

Local:—After a long interval a contract of 2,000 bales No. 14s at Tls. 82½ is reported.

PIECE GOODS.

Messrs. Noel, Murray & Co.'s Report on the Shanghai Piece Goods Trade, dated Shanghai 13th September, 1906, states:—If anything more were needed to depress our market the further rise in exchange has done so effectually. It is of course bearing very hard on holders of goods that are on a tael basis, and it is estimated that fully one third of the goods now in stock here are so affected. It is not surprising, therefore, if a speculative holder—and there are many outside the regular trade who have been induced to have their little flutter—suddenly decides to cut his loss, and clears out at the best price obtainable, as has been done recently in some lines of goods, all of which naturally intensifies the depression. Holders of Manchester goods are less despondent of the future, and think there is a fair chance of supplies being very considerably reduced before any further forward buying is indulged in, though some houses are deeming it necessary to secure a supply of cloth for their old established shops at the opening of the new season. This Manchester is giving them the opportunity to do now, offering some classes of goods 4d. to 6d. under prices they were quoting a month ago. Buying, however, is far from general. Fortunately for holders of cotton goods here the raw staple is keeping up fairly well, the latest quotation showing a recovery to 5.54d. for Mid American, but at the same time

Egyptian is sagging, 9½d. being the last price wired. News of the new American cotton crop is slow in coming in, no official report having been received as yet. We hear, however, from private sources, the New York house of a prominent firm telegraphs that they have good reason to think it will not be less than 12,500,000 bales. The latest quotation for November option is 9.06 cents gold, which would certainly go to confirm the above estimate. The market in New York for goods is remarkably strong. Drills have been offered to this market at 13s. 6d. for Pepperell and 11s. 10d. for Piedmont K, the former being the price at which India has been buying lately. Clearances during the early part of the interval were much interfered with by the bad weather, but latterly they have not been altogether unsatisfactory. If the deliveries to date are compared with the same period in 1904, when the trade was on a normal basis, the increase they show is quite satisfactory, the much abused White Shirtings being actually in excess. The reports of floods and famines from different parts still continue, and we were within an ace of doing a little in the former line ourselves on the 10th instant, when 4.62 inches of rain fell in the 24 hours. No damage is reported of any consequence, and the natives are now relieved of that bogie which has haunted them for weeks past. That the growing crops of cotton and rice may have suffered is quite possible, and on the strength of it prices have gone up. As regards the former, however, the prospects are still very favourable, and although the growth has been somewhat retarded it is expected to be a bumper crop. The yarn market is in a very depressed state, and though rather more business has been done during the interval, prices had to be cut considerably to induce a demand. The only business from first hands has been done at the auctions. Grey Shirtings.—Considering the depressed state of the market and the rise in exchange, remarkably steady prices have ruled for all weights at the auction, there being not a few instances where an actual advance took place White Shirtings.—The commoner 64-reeds at the this morning's sale advanced from 4 to 6 candareens, but the better market declined as much. Easier prices were paid for the 72-reeds, but in the better cloths prices showed a firmer tendency. It is reported that native holders are re-selling fine goods at a tremendous sacrifice. T-Cloths and Jeans.—The former realised slightly lower prices at auction, but the small lots of the latter improved. Drills and Sheetings.—Re-sales of these goods are being made at very low prices, weak holders being anxious to quit, the Tientsin men as usual being ever ready to pick up bargains. A re-sale of a 3 yard Sheetting at Tls. 8.10 is being much talked about—it was only 50 old bales held by an outsider. Fancy Goods.—A small indent business is being done in a variety of different makes of dyed goods, the terms of delivery in some cases extending as far forward as November next year. The enquiry for prints is quiet. Fancy makes are rapidly coming into favour now as under garments in place of White Sheetings, which, in consequence, are being dyed for use as outer garments. Old chops of Turkey Reds have realised firmer prices at auction, but the new chops lately introduced declined this morning slightly over an average of 10%. Fast Blacks were disposed of at somewhat irregular prices. Woollens.—On the whole the auctions have shown rather a firmer tone this week, which well they might considering the higher prices for wool in the home markets. Camlets, Long-Ells and Lasting all show some improvement in prices, but Spanish Stripes alone have been slightly easier. Cotton Yarn.—Indian—Holders have shown themselves willing to make considerable concession, and thereby a fair amount of buying has been induced for the River markets. Most attention has been paid to No. 20s., in spite of their relative dearthness. No doubt the extreme depression in Hongkong is having some reflection on the market.

MISCELLANEOUS EXPORTS.

Messrs. Wheelock & Co.'s Report of the 16th August, 1906, states:—Our Homeward Freight Market is in a worse state even than at last time of writing, and ships are receiving practically no support on any of the "Home" berths barring, of course, the mail lines which secure whatever there is of and importance to go forward. Coastwise:—Here also things are as bad as they possibly can be, and the number of ships laying-up is increasing day by day, whilst there is absolutely no demand for tonnage in any direction, neither in coal nor coast-freights. Rates are again at their lowest ebb and are weak at that, but we do not think any ship would accept an offer below current rates unless absolutely obliged to by force of circumstances.

Per steamer *Alcinous*, sailed on 31st August. For Havre:—20 cases cantharides, 5 cases human hair, 115 bales canes, 150 cases camphor, 695 rolls mats and matting, 100 cases star aniseed, 41 cases chinaware. For Marseilles:—41 bales human hair, 300 cases palm leaf fans, 100 cases staraniseed, 50 bales waste silk. For Liverpool:—1,361 packages tea, 2,300 bales hemp, 8 cases cigars, 389 bales waste silk, 10 cases essential oil, 101 cases preserves, 16 cases blackwoodware, 60 cases sundries.

Per P. & O. steamer *Malta*, sailed on 8th Sept. For Manchester:—3 packages china ware. For London:—187 bales waste silk, 865 packages tea, 20 cases bristles, 6 cases bird feathers, 6 cases china ink, 1 case umbrellas, 1 case empty wooden case, 1 case silk, 40 cases raw silk, 2 packages old documents. For Lyons:—348 bales raw silk. For Marseilles:—1 case embroideries, 339 bales raw silk, 270 bales waste silk, 2 cases feathers, 10 cases human hair. For Melan:—35 bales raw silk.

SHARE REPORTS.

HONGKONG, 21st September, 1906.—With the exception of Monday, which is always more or less a *dies non*, the market for the week under review has been completely disorganised by the disastrous typhoon with which the colony has unfortunately been visited. There is very little business to report, and rates, on a balance, tend to weakness.

BANKS.—Hongkong and Shanghai have been placed in very small lots at \$800, the market closing quiet at that rate. Nationals remain unchanged and without business.

MARINE INSURANCES.—We have no business to report, but the tone of the market has been weak, owing to the losses sustained by the recent typhoons. It is not possible at present to estimate the said losses, or even to approximate them, but as far as one can judge they are not of so extensive a nature as was at first supposed.

FIRE INSURANCES.—The market has been totally neglected, and we have no business to report.

SHIPPING.—Indo-Chinas have continued to rule firm and in small demand at \$74; a few shares have changed hands at that, and at time of closing a small demand still exists. Hongkong, Canton and Macao, owing to the loss of, and/or damage to three of their steamers, have declined to \$25 without business, and it is difficult to give a reliable closing quotation until such time as the losses sustained by the Company are known. Star Ferries are also weak from the same causes, and quotation must be taken as more or less nominal. Douglases remain on offer at \$47, without any business to report. Shells are in demand at \$29.6 and it is possible that a higher rate would be paid. We have nothing else to report under this heading.

REFINERIES.—China Sugars have ruled quiet with only small sales at \$158 for cash, and with sellers forward at somewhat less than an equivalent rate. Luzons unchanged and without business.

MINING.—We have no changes or business to report.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks, on the principle that "it is an ill wind that blows nowhere" (this is entirely for local consumption), have improved considerably. In the early part of the week a few shares were obtainable at \$132, and could not be placed even at that. After the typhoon, however, with the consequent influx of work, and the improvement in prospects, the rate gradually rose, and sales were effected at \$135, \$140, \$145 and \$150, the market closing with buyers at \$155. Kowloon Wharves, on the other hand, have ruled weaker, and at time of closing shares are obtainable at \$97. We have heard of no sales. New Amoy Docks remain unchanged and without business. Shanghai Docks continue steady to strong, and close in some demand at Tls. 108/108½.

LANDS, HOTELS, AND BUILDINGS.—With the exception of small sales of West Points at \$50, and Humphreys at \$11½, we have no business or changes to report under this heading.

COTTON MILLS.—Ewos have declined in Shanghai to Tls. 76; further than this we have nothing to report under this heading.

MISCELLANEOUS.—China Providents have been placed at \$9.60. Dairy Firms at \$17. Cements at \$22 and \$21½. Electrics at \$14½. China Light and Powers at \$10½, and Watsons at \$13. Langkats are quoted at \$237½ ex div. paid on the 15th instant. Powells have declined to \$10 without sales.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$120, buyers
Banks—		
Hongkong & Shanghai ..	\$125	\$800, sales & sel. (London, £93.10)
National B. of China		
A. Shares	£6	\$47
Bell's Asbestos E. A.	12s. 6d.	\$7
China-Borneo Co.	\$12	\$10½, sellers
China Light & P. Co.	\$10	\$10½, sales & sel.
China Provident	\$10	\$9.60, sales & sel.
Cotton Mills—		
Ewo	Tls. 50	Tls. 76
Hongkong	\$10	\$13.25, sellers
International	Tls. 75	Tls. 63
Laou Kung Mow	Tls. 100	Tls. 85
Soychee	Tls. 500	Tls. 325
Dairy Farm	\$6	\$17, buyers
Docks & Wharves—		
H. & K. Wharf & G.	\$50	\$97, sellers
H. & W. Dock	\$50	\$155, buyers
New Amoy Dock	\$6½	\$18, sellers
Shanghai Dock and Eng. Co., Ltd.	Tls. 100	Tls. 108½, buyers
Shanghai & H. Wharf ..	Tls. 100	Tls. 240
Fenwick & Co., Geo.	\$25	\$22, sellers
G. Island Cement.	\$10	\$22, sellers
Hongkong & C. Gas.	£10	\$175, buyers
Hongkong Electric.	\$10	\$14½, sales & buy.
H. H. L. Tramways.	\$100	\$215, buyers
Hongkong Hotel Co.	\$50	\$115
Hongkong Ice Co.	\$25	\$236, sellers
Hongkong Rope Co.	\$10	\$29, sellers
H'kong S. Waterboat	\$10	\$7½
Insurances—		
Canton	\$50	\$320
China Fire	\$20	\$93
China Traders	\$25	\$95, sales & buy.
Hongkong Fire	\$50	\$327½, sellers.
North China	£5	Tls. 87½
Union	\$100	\$785, sellers
Yangtze	\$60	\$172½, sellers
Land and Buildings—		
H'kong Land Invest.	\$100	\$110, sellers
Humphreys' Estate	\$10	\$11½, sales & buy.
Kowloon Land & B.	\$30	\$39
Shanghai Land	Tls. 50	Tls. 106
West Point Building ..	\$50	\$50, sales & sel.
Mining—		
Charbounages	Fcs. 250	\$450, nominal
Raubs	18/10	\$8½, sellers
Philippine Co.	\$10	\$5
Refineries—		
China Sugar	\$100	\$158
Luzon Sugar	\$100	\$22, sellers
Steamship Companies		
China and Manila	\$25	\$24, sellers
Douglas Steamship	\$50	\$47, sellers
H., Canton & M.	\$15	\$25
Indo-China S.N. Co.	£10	\$74, sales & buy.
Shell Transport Co.	£1	27s. 6d., buyers
Star Ferry	\$10	\$29, sellers
Do. New	\$5	\$20, sellers
Shanghai & H. Dyeing	\$50	nominal
South China M. Post.	\$25	\$22, buyers
Steam Laundry Co.	\$5	\$6
Stores & Dispensaries.		
Campbell, M. & Co.	\$10	\$32
Powell & Co., Wm.	\$10	\$10, sellers
Watkins	\$10	\$4, sellers
Watson & Co., A. S.	\$10	\$13, sales & sel.
United Asbestos	\$4	\$8, buyers
Do. Founders	\$10	\$150

VERNON & SMYTH Brokers.

Messrs. J. P. Bisset & Co.'s Share Report for the week ending the 13th September, 1906, states:—Very little business has been done during the past week, and there has been no change of importance in any of the leading stocks. The T. T. rate on London to-day is 3/0½. Banks.—No business reported. Marine and Fire Insurances.—No business reported. Shipping.—Indo-Chinas have been dealt in at Tls. 54.50 for cash and September, and Tls. 56 for December. Shanghai Tug and Lighter Preference Shares are in demand with none offering; Ordinary shares are wanted at Tls. 55 and a few small lots have changed hands at this rate. Docks and Wharves.—Shanghai Dock and Engineering Co. Business has been reported at Tls. 109 for cash and Tls. 108 for September, and Tls. 108 to Tls. 108.50 for December. Shanghai and Hongkew Wharf Co. Business has been reported at Tls. 244 for cash, Tls. 246 for September, and Tls. 251.50 to Tls. 247.50 for December. The market closed easy. Sugars.—No business reported. There is a small inquiry for Perak Sugars and Kalumpungs. Mining.—Chinese Engineering & Mining Co. Shares have changed hands at Tls. 10.10. Industrials.—All Cotton Mill Shares are slightly easier. Laou Kung Mow Shares have been dealt in at Tls. 85 for September and Tls. 86 for October, Ewo Cotton Shares at Tls. 80 for December, and International Shares at Tls. 70 for December, but there are sellers at lower rates. China Flour Mills. Business reported at Tls. 65 for cash. Maatschappij, etc., in Langkat. A moderate business has been done at \$242.50 for cash, Tls. 245 for September, Tls. 252.50 and Tls. 250 for December. Shanghai Sumatra Tobacco Co. A single operation is reported at Tls. 79 ex dividend. Shanghai Gas Co. A small business has been done at Tls. 125. Stores & Hotels.—Weeks & Co. Shares have changed hands at \$20 and \$21 and Colonies Shares at Tls. 15 for cash. Miscellaneous.—Shanghai Electric Shares are quoted at \$26 for cash. Loans & Debentures.—Shanghai Land Debentures have been dealt in at Tls. 97.

HONGKONG QUOTATIONS.

HONGKONG, 20th September, 1906.

Apricot	\$13 to \$15
Borax	\$20 " "
Cassia	\$14 " \$18
Cloves	\$18 " \$32
Camphor	\$150 " \$160
Cow Bezoar	\$100 " \$175
Fennel Seed	\$6 " "
Galangal	\$2 " \$5
Grapes	\$13 " "
Kismis	\$15 " "
Glue	\$22 " "
Olibanum	\$5 " \$15
Oil Sandalwood	\$230 " \$350
" Rosa	\$50 " \$160
" Cassia	\$160 " \$165
Raisins	\$5 " \$9
Senna Leaves	\$4 " "
Sandalwood	\$32 " \$29
Saltpetre	\$10 " "

FREIGHT.

Messrs. Wheelock & Co.'s Freight Market Report, dated Shanghai 13th September, 1906, states:—There is no change to report in our Home-ward Market since last writing, and cargo still continues as scarce as ever, one of the chief causes for which is the continued rise in exchange, which is a most serious check on all exports, and it is, of course, impossible to foretell if or when this is likely to weaken. The London Conference issued a new tariff on the 1st inst., according to which shippers from Shanghai, the ports of Chefoo and Tsingtao having been granted that concession in June last, all of which tends to still further reduce the quantity of certain exports, thus diminishing the trade of this port. Coastwise:—The trade on the coast, we regret to say, still continues in the same sorry plight, and the worst feature of it all is that there are no apparent chances of any marked improvement in the near future, and we think we may safely say that so far this has been the worst year on record.

From Hankow per Conference Steamers.—To London and Northern Continental ports 46/- per ton of 40 c. ft. plus river freight. To Genoa, Marseilles or Havre 41/6 per ton of 40 c. ft. plus river freight. To New York (via Suez) General Cargo 32/- per ton of 40 c. ft. plus river freight. To New York (via Suez):—Tea 39/6 per ton of 40 c. ft. plus river freight. To New York (overland):—Tea G. \$1½ cents per lb. gross, plus river freight. To Shanghai:—Tea and General Cargo Tls. 1.60 to 1.80 per ton, weight or measurement.

EXCHANGE.

FRIDAY, Sept. 21st.

ON LONDON.—	
Telegraphic Transfer	2/2 1/2
Bank Bills, on demand	2/2 1/2
Bank Bills, at 30 days' sight	2/2 3/4
ON LONDON.—	
Bank Bills at 4 months' sight	2/2 1/2
Credits, at 4 months' sight	2/3
Documentary Bills, 4 months' sight	2/3 1/2
ON PARIS.—Bank Bills, on demand	
Credits 4 months' sight	278
ON GERMANY.—On demand	
ON NEW YORK.—Bank Bills, on demand	
Credits, 60 days' sight	54 1/2
ON BOMBAY.—Telegraphic Transfer	
Bank, on demand	164 1/2
ON CALCUTTA.—Telegraphic Transfer	
Bank, on demand	164 1/2
ON SHANGHAI.—Bank, at sight	
Private, 30 days' sight	74
ON YOKOHAMA.—On demand	
ON MANILA.—On demand	
ON SINGAPORE.—On demand	
ON BATAVIA.—On demand	
ON HAIPHONG.—On demand	
ON SAIGON.—On demand	
ON BANGKOK.—On demand	
SOVEREIGNS, Bank's Buying Rate	\$ 9.00
GOLD LEAF, 100 fine, per tael	\$47.80
BAR SILVER, per oz.	31 1/2

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

September—ARRIVALS

- 16, Powhatan, British str., from Samarang.
- 16, Verona, German str., from New York.
- 17, Chongang, British str., from Canton.
- 17, Derwent, British str., from Saigon.
- 17, Loongsang, British str., from Manila.
- 17, Oceanien, French str., from Marseilles.
- 17, Polynesian, French str., from Yokohama.
- 17, Radnorshire, British str., from Shanghai.
- 17, Rubi, British str., from Manila.
- 17, Shinsin Maru, Japanese str., from Moji.
- 17, Tiger, German gunboat, from Canton.
- 17, Tjiliwong, Dutch str., from Macassar.
- 17, Yushun, Chinese str., from Swatow.
- 18, Andree Rickmers, Ger. str., from Bangkok.
- 18, Delhi, British str., from London.
- 18, Hongkong, French str., from Haiphong.
- 18, J. Diederichsen, Ger. str., from Haiphong.
- 18, Kitai, Russian str., from Moji.
- 18, Kowloon, German str., from Samarang.
- 18, Kuichow, British str., from Tientsin.
- 18, Kwangtah, Chinese str., from Shanghai.
- 18, Niobe, German str., from Singapore.
- 18, Prinz Waldemar, Ger. str., from Kobe.
- 18, Sado Maru, Japanese str., from Yokohama.
- 18, Scandia, German str., from Shanghai.
- 18, Sierra Monera, Brit. str., from Probolinggo.
- 18, Terrible, British cruiser, from London.
- 19, Chingtu, British str., from Melbourne.
- 19, Joshin Maru, Japanese str., from Tamsui.
- 19, Kaifong, British str., from Manila.
- 19, Kwongsang, British str., from Shanghai.
- 19, Laertes, British str., from Saigon.
- 19, Lightning, British str., from Calcutta.
- 19, Shaohsing, British str., from Canton.
- 19, Wik, German str., from Moji.
- 20, Devanha, British str., from Shanghai.
- 20, Haitan, British str., from Coast Ports.
- 20, Pindari, British str., from Kobe.
- 20, Sanuki Maru, Japanese str., from London.
- 20, Tranquebar, Danish str., from Moji.
- 21, Amiral Hamelin, Fr. str., from Dunkerque.
- 21, Wakamatsu Maru, Jap. str., from Moji.

September—DEPARTURES.

- 17, Calchas, British str., for Shanghai.
- 17, Hanoi, French str., for Haiphong.
- 17, Machew, German str., for Bangkok.
- 17, Oceanien, French str., for Shanghai.
- 17, Shaohsing, British str., for Canton.
- 17, Shinano Maru, Japanese str., for Seattle.
- 17, Shantung, British str., for Sourabaya.
- 18, Helvetia, German str., for Hamburg.
- 18, Borneo, German str., for Sandakan.
- 19, Brand, Norwegian str., for Sourabaya.
- 19, Masan Maru, Japanese str., for Tamsui.
- 19, Montrose, British str., for New York.
- 19, Pelens, British str., for Liverpool.
- 19, Polynesian, French str., for Europe.
- 19, Poona, British str., for Shanghai.
- 19, Taming, British str., for Manila.
- 19, Tholma, Norwegian str., for Saigon.

- 20, Delhi, British str., for Shanghai.
- 20, Kwanglee, Chinese str., for Shanghai.
- 20, Kwangtah, Chinese str., for Canton.
- 20, Nanchang, British str., for Shanghai.
- 21, Sado Maru, Japanese str., for London.

PASSENGERS.

ARRIVED.

Per *Australian*, from Australia, for Hongkong, &c., Mr. and Mrs. E. Cummings, Mr. and Mrs. T. Chee, and two children, Mr. and Mrs. Ross, Messrs. Kelly, W. Kinchella, E. Mason, J. B. Colvin and Toplies; for Japan, Mr. and Mrs. H. Bloomfield, Mr. and Mrs. H. Rhoden, Mr. and Mrs. Cotter, Miss G. Cotter and Mr. J. Bell.

Per *Haitan*, from Coast Ports, Mrs. Roach and child, Misses K. and F. Jenkins, Master Jenkins, Misses Phillips, and Master Mooney.

Per *Bombay Maru*, from Bombay, &c., Mr. and Mrs. and Miss Kusumoto and Miss Tatsuko.

Per *Tean*, from Manila, Messrs. W. Goolsby, A. Redifer, C. Daly, E. Gee and J. Early.

Per *Taming*, from Manila, Mrs. C. M. Stone & child, Mrs. M. S. Butter, Mrs. L. A. Tarring, Mrs. H. Harris, Messrs. Phil. Seldner, J. Pragen, Stephen de Bruhl, F. Williamson and W. L. Brown.

Per *Choyang*, from Shanghai, &c., Messrs. Conklin, Grey and Artisdale.

Per *Yuensang*, from Manila, Messrs. L. Brill, C. R. McCoy, Hugh, and Purcell and Misses Tolbeck.

Per *Zafiro*, from Manila, Mr. and Mrs. Geo. Gilchrist, Messrs. F. Furness, W. H. Lackey, Mr. and Mrs. John Egan, Mr. E. C. Gee, Miss McCarthy, Dr. E. R. Stitt, Dr. Denier, Messrs. E. Conrad, Julian Blum, J. Oliver, Rev. Merino, and Mrs. Furness.

Per *Kwanglee*, from Shanghai, Messrs. Griotham and Mayo.

Per *Haimun*, from Coast Ports, Mr. D. Nickle.

Per *Shaohsing*, from Shanghai, Mr. and Mrs. Bingham, Mrs. Lynborg, and child, Messrs. Sappers, Bacon and Morge.

Per *Loongsang*, from Manila, Mr. J. T. Maddy.

Per *Tjiliwong*, from Macassar, Messrs. A. Lambori and C. Resenac.

Per *Oceanien*, for Hongkong from Marseilles, Messrs. Venenau and Strauss; from Singapore, Mr. Derycurans; from Port Said, Mr. Coledano; from Saigon, Mr. Radoff Broda, Mr. and Mrs. Edward, Mr. Nulkior, Mrs. and Miss Borges, and Mr. Hewe Royh; for Shanghai from Marseilles, Mrs. Braine and son, Mr. Ackermann, Monseigneur Garlin, Mr. Cadri, Rev. Lavique, Rev. Marguillard, Mr. Caspari, Mr. and Mrs. Courte, and Mr. Guardazini; from Colombo, Messrs. H. G. E. Caje and Fraser; from Singapore, Mr. Veerakas; from Saigon, Mr. Ribet, Mr. and Mrs. Ducheur and Miss Marin; for Yokohama from Marseilles, Mrs. Ackermann, Mr. Berard, Mrs. Rougeolet and 3 children, Mrs. Balet and 2 children, Mr. and Mrs. Moreau, and Mr. Gui; from Colombo, Messrs. Raudamal, Veneatarama, Sasaki, Subaramann and Rungr Chari; from Singapore, Mr. Merecki.

Per *Polynesian*, for Hongkong from Yokohama, Messrs. Barber and Sergeant; from Kobe, Mr. and Mrs. Rozel; from Shanghai, Rev. Prieta, Messrs. Hine, Smith, Mrs. Palmember, Messrs. Samson, Verondart, Samber, Carr, Bellem and Menoth; for Saigon from Shanghai, Mr. Stepoki, Miss Sarah Berinond, Mr. and Mrs. Brunsteur, Miss Spector, Messrs. Ganchar, Zamos, Coudos and Stewros; for Singapore, Mr. and Mrs. Lazar, Messrs. Ormary, Morgenstein, Soltzmann, Zimann, Betilmann, and Mrs. Zilicwisch; for Port Said, Messrs. A. Gwilli and B. Adams; for Colombo, Messrs. Kontes and Vermont; for Marseilles from Yokohama, Mr. Pelloquin; from Kobe, Mr. Schweb; from Shanghai, Messrs. Vollmann, Margnet, Reynaud, Michel, Sisters Norbert and Theotine, Messrs. Binois, Joffres and Hangartner.

Per *Rubi*, from Manila, Capt. Gwynne, Dr. F. A. Meyer, Messrs. H. Humphreys, Andrew V. Smith, G. D. Morrison, A. Canizares, J. R. Haynes, H. N. Ralph and R. Seco.

Per *Delhi*, for Hongkong from London, Messrs. R. Perkins and E. A. Mackay; from Marseilles, Comdr. R. W. Bentinok; from Singapore, Mr. Albert Kopp, Rev. Fathers Aguiria, G. Ormachia, Q. M. Rodrigues, A. Cubena, G. Moreno, P. Quiones, Q. Calvo, H. Guardes, Rev. Bro. Henry, Messrs. H. C.

Brooks, J. Boetje and T. Wroe; for Manila from Marseilles, Mrs. E. A. Enoch; for Shanghai from London, Mr. and Mrs. C. J. Tonkin, Mr. and Miss Tonkin, Miss Marshall, Miss H. Benn, Miss K. L. Marshall, Mr. G. Croft, Capt. J. McKochnie, Gen. W. H. H. Waters Brig; from Marseilles, Mr. and Mrs. G. W. Pearson; from Singapore, Messrs. E. O. Cumming and W. S. Davidson; for Yokohama from Colombo, Mr. Sheriff.

Per *Scandia*, from Shanghai, Mr. Daniels.

Per *Kwongsang*, from Shanghai, &c., Mr. M. R. Sinclair.

Per *Kwangtah*, from Shanghai, Miss M. Lunt.

Per *Lightning*, from Calcutta, &c., Messrs. Aaroe and Walter Gregory.

Per *Kueichow*, from Tientsin, Mr. Hagan; from Swatow, Messrs. Boint, Calligan and Shibiri.

Per *Sado Maru*, from Yokohama for Hongkong, Mr. and Mrs. A. H. Olmsted, Miss T. H. Olmsted, Mrs. A. Gibbs, Major H. B. Ford, Capt. H. Boulton, Lieut. F. A. Maclean, Lieut. G. H. B. Foxter, Lieut. R. F. Drill, Staff-Surg. Bell, Messrs. C. K. Edmunds, H. Easton and Poberyausky; for Singapore, Mr. C. Catto; for Colombo, Messrs. E. A. Keder and Nassain; for London, Mr. P. S. S. Currie, Mrs. and Miss Towers.

Per *Devanha*, from Shanghai for Hongkong, Mrs. Hangu, Dr. A. H. Woods, Col. Smith, Misses Smith (2), Masters Smith (2), Miss Kreckle, Mr. B. Ludholm, Mrs. and Miss Schofield, Miss T. Clark, Miss T. Fletcher, Capt. and Mrs. Rofood and 2 children, Messrs. Schumaker and Commiskey; for Singapore, Messrs. W. A. Barkley, F. C. Newall and F. Richard; for London, Sergts. R. Dunn and W. Moore, Mr. G. M. S. Gordon; for London via Marseilles, Mr. H. B. Bristow; from Yokohama for London, Mr. H. W. Law.

DEPARTED.

Per *Minnesota*, for Seattle, &c., Dr. and Mrs. John Bell, Mr. and Mrs. S. G. Andrus, Messrs. V. Andrus, J. P. Quander, Jr., Robert L. Woods, Frank Langley, Miss Ellen McDonald, Mr. and Mrs. C. E. Martin and child, Dr. and Mrs. E. T. Morse, Mr. Walter Sorrell, Mr. and Mrs. J. H. Todd, Mr. and Mrs. H. W. Slade, Masters Gerald and Maurice Slade, Messrs. E. Nursaw, Leo Goodkind, R. Meimheimer, D. Goldman, Mrs. Lewis and infant, Miss Murphy, Messrs. T. W. Clarke, C. Bentz, Geo. Anderson, W. J. Goodwin, M. Forners, J. J. Maxwell and W. C. von Zzeren.

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